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2013 Mustang
What's Important

Key Messages

- The 2013 Mustang updates its style to commemorate its long-running performance heritage: revised front fascia, grille, headlamps, taillamp surround, rear fascia, body color rocker panels and new wheel designs
- New Track Apps give drivers instant performance information such as measuring g-forces, acceleration times and braking distance and more, on a 4.2" LCD message center located in the instrument cluster
- 1970s heritage celebrated: Boss 302 adds '70s-style reflective hockey-stick-styled stripes; School Bus Yellow paint with Sterling Gray accents on Laguna Seca honors Parnelli Jones' 1970 Trans Am championship car by Bud Moore
- Transmissions add functional, driving-assist features: the manual transmission includes hill start assist for enhanced starts on inclines, while the available 6-speed SelectShift Automatic transmission offers clutchless manual shifting performance
- New Brembo™ Brake Package, V6 Performance Package and GT Track Package bundle popular high-performance features together for all types of performance enthusiasts
- Optional RECARO® sport seats are now available on V6 and GT models

Key Features Overview

3.7L Ti-VCT V6 engine
(p. 11)

Brembo Brake Package
(p. 14)

Track Apps
(pp. 17, 18)

5.0L Ti-VCT V8 engine
(pp. 11, 12)

Electric power-assisted steering (EPAS) with driver-selectable effort
(p. 16)

6-speed transmissions
(p. 13)

Boss 302
(pp. 20–22, 45, 46)

NOTE: See the latest Mustang Dealer Ordering Guide for feature availability.

Mustang 2013
What's Important

New for 2013

Performance/Handling
- 5.0L engine delivers 420 horsepower, up from 412 in 2012
- GT Track Package (available on Coupe with manual transmission)
  - Engine oil cooler
  - Upgraded Boss 302 radiator
  - Performance friction brake pads
  - TORSEN® differential (same as Boss 302)(1)
  - Brembo™ Brake Package(2)
- New instrument cluster with 4.2" LCD message center and Track Apps for instant performance information (Premium models)
- Optional 6-speed SelectShift Automatic transmission

Safety/Security
- No changes for 2013

Comfort/Convenience
- Hill start assist functionality on all manual transmission-equipped Mustangs
- Two new audio systems for improved sound clarity and crispness
  - Shaker™ system comes with 8 speakers and 370 watts of power
  - Shaker Pro system comes with 9 speakers and 550 watts of power
- 4.2" LCD message center on V6 Premium and GT Premium
- Leather-wrapped steering wheel with cruise and audio controls standard on all models
- V6 Tech Package
  - SYNC with SYNC Services
  - Fog lamps
  - 6-way power driver seat
  - Electrochromic auto-dimming rearview mirror
- GT Tech Package
  - SYNC with SYNC Services
  - 6-way power driver seat
  - Electrochromic auto-dimming rearview mirror
- Heated side mirrors with Pony projection lights added to Comfort Package

Design/Styling
- New design — exterior
  - Aggressive, more prominent grille
  - Front splitter
  - Functional heat extractors on GT hood
  - Body-color rocker panels
  - High-gloss black panel connects newly smoked appearance taillamps
  - High-intensity discharge (HID) headlamps
  - Pony projection lights on underside of exterior rearview mirrors
  - Light-emitting diode (LED) bars accentuate headlamps
  - 3 light-emitting diode (LED) ropes form the iconic 3-bar taillamps
  - Redesigned 17" to 19" wheels
- Exterior colors added
  - Gotta Have It Green Metallic Tri-coat (HD)
  - Deep Impact Blue Metallic (J4)
- Exterior colors deleted
  - Lava Red Metallic
  - Kona Blue Metallic
- New design — interior
  - Now optional on all models, leather-trimmed or cloth RECARO® seats(3)
  - More modern, upgraded shifter
- Interior color deleted
  - Lava Red

(1) TORSEN is a registered trademark of JTEKT Corporation.
(2) Brembo is a trademark of Brembo S.p.A.
(3) RECARO is a registered trademark of RECARO Beteiligungs-GmbH.

2013 Mustang
What's Important

New for 2013 — Boss 302

Comfort/Convenience

- 4.2" LCD message center with MyColor and Track Apps
- SYNC with SYNC Services now standard
- Leather-wrapped steering wheel with tilt, cruise and audio controls, and 5-way control pad

Design/Styling

- All-new Sterling Gray exterior accents around front grille, rearview mirrors, spoiler
- Side Sterling Gray reflective "hockey-stick" stripes
- High-intensity discharge (HID) headlamps
- Exterior color added: School Bus Yellow (B1) — Boss 302 exclusive
- Exterior color deleted: Competition Orange

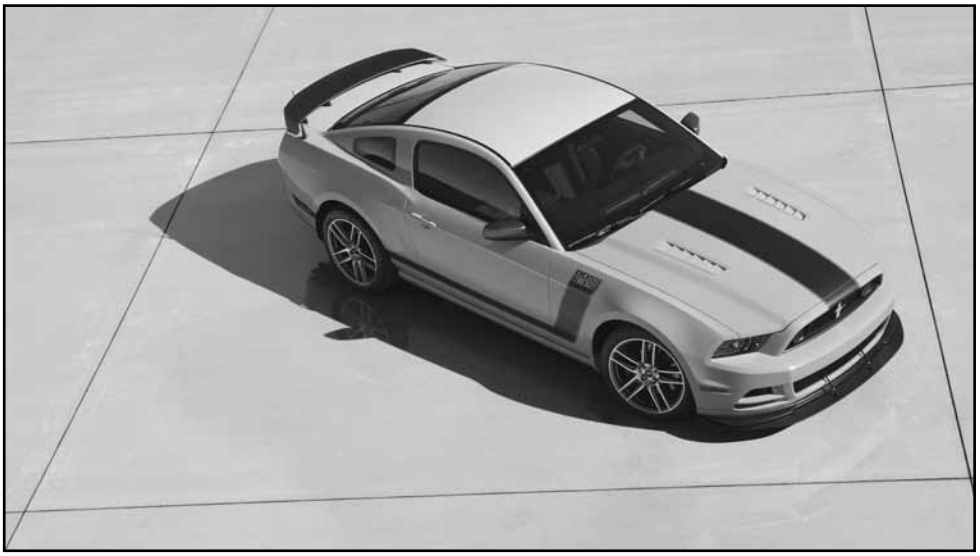
Boss 302 Laguna Seca Package

Performance/Handling

- Track Apps replaces analog instrument panel-mounted Performance Gauge Pack
- Transmission cooler scoop

Design/Styling

- 4.2" LCD message center with MyColor
- Sterling Gray accents on wheels, RECARO® cloth sport bucket seats, rear compartment cross-car X-brace, grille, mirror caps, side "hockey-stick" stripes, logo and spoiler



Mustang 2013
Model Lineup

Model Lineup Pages

The Model Lineup pages are based on the Dealer Ordering Guide and are designed to show key features/equipment on each model as well as the Equipment Group content. As you move through the vehicle lineup, each model adds to or upgrades the equipment of the preceding model, except where additions/exemptions are noted. The Mustang Coupe and Convertible are available in five models:

· V6 · V6 Premium · GT · GT Premium · Boss 302

V6 Coupe and Convertible — *Standard model*

Performance/Handling
- Axle, rear
  - 2.73:1 ratio
  - Limited-slip differential
- Brakes — vented 4-wheel disc
- Drivetrain — rear-wheel drive
- Engine — 3.7L Ti-VCT V6
  - Cold air induction
- Spare tire — mini (tire mobility kit replaces mini spare tire when V6 Performance Package [67B] is ordered)
- Steering — electric power-assisted (EPAS) with driver-selectable effort and drift control
- Suspension, front — MacPherson strut
- Suspension, rear — 3-link with panhard rod
- Tires — P215/60R17 all-season
- Transmission — 6-speed manual

Safety/Security
- AdvanceTrac electronic stability control
- Airbags — integrated front-seat side
- Belt-Minder
- LATCH (Lower Anchors and Tethers for CHildren) system
- MyKey
- Personal Safety System with dual front airbags
- Rear-seat head restraints
- SecuriLock passive anti-theft system
- SOS Post-Crash Alert System
- Tire Pressure Monitoring System (TPMS)

Comfort/Convenience
- Air conditioning — manual
- Audio:
  - Single-CD/MP3 player
  - Auxiliary audio input jack
  - 4 speakers
- Auxiliary powerpoints (2)
- Console — center, locking with full armrest and storage
- Convertible top — power
  - 5-bow design
  - Glass rear window
  - Vinyl
- Cruise control — steering wheel-mounted
- Cupholders — covered (2)
- Defroster — rear window
- Door locks — power
- Easy Fuel capless fuel filler
- Floor mats — black carpeted front with driver retention hook
- Footrest — driver
- Lights, interior:
  - Header-mounted dome
  - Illuminated entry
  - Lighted bezel (Convertible)
- Map pockets — back of driver and front-passenger seats
- Mirrors, exterior — dual power, with integrated blind spot mirrors
- Remote Keyless Entry System
- Seats — cloth
  - Front bucket
  - 4-way manual driver with height adjust
  - 6-way manual passenger
  - Rear split-fold 50/50 seat backs (Coupe)
  - Rear fixed seat backs (Convertible)

Comfort/Convenience cont'd
- Steering wheel — leather-wrapped with tilt, cruise and audio controls
- Sun visors — include illuminated vanity mirrors and storage
- Trunk release — interior
- Windows — power with one-touch-up/-down driver and front-passenger
- Windshield wipers — variable interval

Quality/Reliability/Durability
- Battery — maintenance-free
- Battery saver
- Exhaust — stainless steel dual
- Intelligent Oil-Life Monitor

Design/Styling
- Antenna — rear-mounted
- Chrome Pony in the grille
- Exhaust outlets — dual
- Headlamps — high-intensity discharge (HID)
- Instrument cluster — 4-gauge with chrome accent
- Mirror caps, exterior — black
- Moldings — rocker, painted body color
- Turn signals, sequential — light-emitting diode (LED)
- Wheels — 17" painted aluminum

continued on next page

NOTE: The above information is an excerpt to be used with pages 2 and 3 of the 12/12/11 Mustang Dealer Ordering Guide. For more information and the latest Dealer Ordering Guide, go to **fmcdealer.com.**

2013 Mustang
Model Lineup

V6 Coupe and Convertible (cont'd) — *Standard model*

V6 EQUIPMENT GROUPS/OPTIONS

Equipment Groups	Freestanding Options	
Equipment Group 100A • Includes V6 Coupe and Convertible standard equipment	**Performance/Handling** • **V6 Performance Package** (**67B**; Coupe only) – GT Coupe suspension components – 3.31:1 limited-slip rear differential – Strut tower brace – Unique engine cover – Gloss black exterior mirror caps – Unique AdvanceTrac tuning – 19" Foundry Black painted and machined aluminum wheels – 255/40R19 summer compound performance tires(1) – Unique front and rear brake calipers with Performance Friction Carbon Metallic® front brake pads • 3.31:1 limited-slip rear differential (453; Coupe only) • 6-speed SelectShift Automatic transmission (443) • RECARO® cloth sport seats; manual adjustment — Coupe only (88U)	**Comfort/Convenience** • **Reverse Sensing System & Security Package (43S)** – Reverse Sensing System – Active anti-theft system – Wheel locking kit **Design/Styling** • Red Candy Metallic Tinted Clearcoat (R2) • Gotta Have It Green Metallic Tri-coat (HD) • Tape Stripe Delete (46D; 101A only)
Equipment Group 101A • **V6 Exterior Sport Appearance Package** – Lower tape stripe – Decklid spoiler		
Equipment Group 102A • **Tech Package** – SYNC with SYNC Services – Fog lamps – 6-way power driver seat – Electrochromic auto-dimming rearview mirror		

(1) Ford does not recommend using summer tires when temperatures drop to approximately 40°F or below (depending on tire wear and environmental conditions) or in snow/ice conditions. If the vehicle must be driven in these conditions, Ford recommends using all-season or snow tires.

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Mustang 2013
Model Lineup

V6 Premium Coupe and Convertible — *Includes all V6 content, plus:*

Performance/Handling
- Tires — P215/60R17 all-season

Comfort/Convenience
- Audio — Shaker™ with single-CD/MP3 capability and 8 speakers
- Seats — leather-trimmed
  - 6-way power driver with power lumbar and 2-way adjustable head restraint
- SiriusXM Satellite Radio
- Steering wheel — 5-way control pad
- SYNC with SYNC Services
- Universal garage door opener

Design/Styling
- Ambient lighting illuminates cupholders, door sill plates, front and rear footwells and map pockets
  - Programmed via the message center
  - Available in any MyColor custom setting
- Bright aluminum trim
  - Door sill scuff plates
  - Instrument panel
  - Pedals
  - Shifter handle
- Center stack and console trim — gloss painted
- Door speaker surrounds — satin
- Door trim panel inserts
- Instrument cluster — 4.2" LCD message center and Track Apps
- Mirror caps, exterior — body color
- MyColor
  - 125 customizable colors
  - Instrument cluster backlighting
  - Speedometer and tachometer Halo lighting
- Wheels — 17" machined aluminum with painted pockets

V6 PREMIUM EQUIPMENT GROUPS/OPTIONS

Equipment Groups

Equipment Group 200A
- Includes V6 Premium Coupe and Convertible standard equipment

Equipment Group 202A
- **V6 Pony Package**
  - 18" polished aluminum wheels
  - Automatic headlamps
  - Fog lamps
  - Lower bodyside "Mustang" tape stripe
  - Pony fender badges
  - Premium floor mats with embroidered Pony logo
  - Decklid spoiler
  - Unique grille with chrome Pony and Spears

Equipment Group 201A
- **V6 Exterior Sport Appearance Package**
  - Lower tape stripe
  - Rear decklid spoiler

Equipment Group 203A
- **Mustang Club of America Edition**
  - 18" Sterling Gray Metallic painted aluminum wheels
  - Automatic headlamps
  - Custom decklid tape appliqué between taillamps
  - Dark Stainless painted billet grille with tri-bar Pony badge
  - Front lower fascia with fog lamps
  - P235/50WR18 all-season tires
  - Premium carpeted front floor mats with embroidered Mustang Club of America logo
  - Decklid spoiler
  - Side tape stripe

Freestanding Options

Performance/Handling
- **V6 Performance Package (67B;** Coupe only)
  - GT Coupe suspension components
  - 3.31:1 limited-slip rear differential
  - Strut tower brace
  - Unique engine cover
  - Gloss black exterior mirror caps
  - Unique AdvanceTrac tuning
  - 19" Foundry Black painted and machined aluminum wheels
  - 255/40R19 summer compound performance tires(1)
  - Unique front and rear brake calipers with Performance Friction Carbon Metallic® front brake pads
- 3.31:1 limited-slip rear differential (453; Coupe only)
- 6-speed SelectShift Automatic transmission (443)
- RECARO® leather-trimmed sport seats; manual adjustment — Coupe only (88S)

Comfort/Convenience
- **Comfort Package (53B)**
  - 6-way power passenger seat
  - Heated front seats
  - Heated side mirrors with Pony projection lights
- **Electronics Package (58N)**
  - Dual-zone electronic automatic temperature control
  - HD Radio™
  - Voice-activated Navigation System

Comfort/Convenience cont'd
- **Reverse Sensing System & Security Package (43S)**
  - Reverse Sensing System
  - Active anti-theft system
  - Wheel locking kit
- Rear view camera (77C; NA with 200A)
  - Requires decklid spoiler

Design/Styling
- Convertible boot (59B)
- Glass roof (59G)
- Racing Stripe — "Over the Top" (943; NA with 203A)
  - Single black or white
  - Requires Stripe Delete with 201A or 202A
  - Not available on Convertible
  - Not available with glass roof (59G) or with Hood & Side Stripes (943)
- Red Candy Metallic Tinted Clearcoat (RZ)
- Gotta Have It Green Metallic Tri-coat (HD)
- Stripes — Hood & Side (943)
- Tape Stripe Delete (46D; 201A and 202A)

(1) Ford does not recommend using summer tires when temperatures drop to approximately 40ºF or below (depending on tire wear and environmental conditions) or in snow/ice conditions. If the vehicle must be driven in these conditions, Ford recommends using all-season or snow tires.

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2013 Mustang
Model Lineup

GT Coupe and Convertible — *Includes all V6 content, plus:*

Performance/Handling
- Engine — 5.0L Ti-VCT V8
  - – Cold-air induction
- Tires — P235/50WR18 all-season
- Transmission — 6-speed manual

Comfort/Convenience
- Automatic headlamps

Design/Styling
- Engine cover
- Exhaust tips — dual, bright rolled
- Fog lamps — in-grille
- Instrument cluster — 4-gauge
- Mirror caps, exterior — body-color
- Spoiler — decklid
- Wheels — 18" painted aluminum

GT EQUIPMENT GROUPS/OPTIONS

Equipment Groups	Freestanding Options	
Equipment Group 300A • Includes GT Coupe and Convertible standard equipment **Equipment Group 301A** • **Tech Package** – SYNC with SYNC Services – 6-way power driver seat – Electrochromic auto-dimming rearview mirror	**Performance/Handling** • 3.55:1 rear axle ratio (455; Coupe with manual transmission only) • 3.73:1 rear axle ratio (457; Coupe with manual transmission only) • 6-speed SelectShift Automatic transmission (443) • RECARO® cloth sport seats without map pockets; manual adjustment — Coupe only (88U) • **Brembo™ Brake Package (55D)** – 19" Dark Stainless painted aluminum wheels – Brembo 4-piston high-performance front calipers and rotors – Rear single-piston calipers and 11.8" vented rotors – Summer compound performance tires(1) – Tire mobility kit replaces spare tire – Unique AdvanceTrac electronic stability control tuning • **GT Track Package (55R;** Coupe with manual transmission only) — includes all Brembo Brake Package content plus: – TORSEN® helical differential with 3.73:1 axle ratio – Boss 302 radiator – Engine oil cooler	**Comfort/Convenience** • **Reverse Sensing System & Security Package (43S)** – Reverse Sensing System – Active anti-theft system – Wheel locking kit **Design/Styling** • Decklid Spoiler Delete (13D) • Red Candy Metallic Tinted Clearcoat (RZ) • Gotta Have It Green Metallic Tri-coat (HD)

(1) Ford does not recommend using summer tires when temperatures drop to approximately 40ºF or below (depending on tire wear and environmental conditions) or in snow/ice conditions. If the vehicle must be driven in these conditions, Ford recommends using all-season or snow tires.

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Mustang *Model Lineup* 2013

GT Premium Coupe and Convertible — *Includes all GT content, plus:*

Performance/Handling
- AdvanceTrac Sport Mode

Comfort/Convenience
- Audio — Shaker™ with single-CD/MP3 capability and 8 speakers
- Seats — leather-trimmed
  - 6-way power driver with power lumbar and 2-way adjustable head restraint
  - Rear split-fold 50/50 seat backs (Coupe)
  - Rear fixed seat backs (Convertible)
  - Rear head restraints
- SiriusXM Satellite Radio
- SYNC with SYNC Services
- Universal garage door opener

Design/Styling
- Ambient lighting illuminates cupholders, door sill plates, front and rear footwells and map pockets
  - Programmed via the message center
  - Available in any MyColor custom setting
- Bright aluminum trim
  - Door sill scuff plates
  - Instrument panel
  - Pedals
  - Shifter handle
- Center stack and console trim — gloss painted
- Convertible boot
- Convertible top — black cloth
- Door speaker surrounds — satin
- Door trim panel inserts
- Instrument cluster — 4.2" LCD message center and Track Apps
- MyColor
  - Instrument cluster backlighting
  - Speedometer and tachometer halo lighting

GT PREMIUM EQUIPMENT GROUPS/OPTIONS

Equipment Groups

Equipment Group 400A
- Includes GT Premium Coupe and Convertible standard equipment

Equipment Group 401A
- **Premier Trim with Color Accent Package**
  - Charcoal Black interior environment with color-accented seats
  - Unique door trim with bright Pony badge
  - Dark Aluminum instrument panel trim

Equipment Group 402A
- **California Special Edition**
  - 19" black painted machined aluminum wheels
  - Black upper and lower billet grille with tri-bar Pony badge and body-color surround
  - Decklid badge with California Special in gas cap medallion
  - Decklid tape appliqué between the taillamps
  - Unique door panel inserts with bright Pony badge
  - P245/45R19 tires
  - Premium carpeted front floor mats with embroidered logo
  - Decklid pedestal spoiler
  - Rear lower fascia "air diffuser" insert
  - Unique front and rear leather-trimmed seats with Miko® suede inserts and GT/CS logo
  - Side scoops
  - Unique instrument panel appliqué finish panel
  - Lower fascia with fog lamps and air splitter
  - Black hood vents

Freestanding Options

Performance/Handling
- 3.55:1 rear axle ratio (455; Coupe with manual transmission only)
- 3.73:1 rear axle ratio (457; Coupe with manual transmission only)
- 6-speed SelectShift Automatic transmission (443)
- RECARO® leather-trimmed sport seats without map pockets; manual adjustment — Coupe only (88S)
- **Brembo™ Brake Package (55D)**
  - 19" Dark Stainless painted aluminum wheels
  - Brembo 4-piston high-performance front calipers and rotors
  - Rear single-piston calipers and 11.8" vented rotors
  - Summer compound performance tires(1)
  - Tire mobility kit replaces spare tire
  - Unique AdvanceTrac electronic stability control tuning
- **GT Track Package (55R;** Coupe with manual transmission only) — includes all Brembo Brake Package content plus:
  - TORSEN® helical differential with 3.73:1 axle ratio
  - Boss 302 radiator
  - Engine oil cooler

Comfort/Convenience
- Audio — Shaker system (918; NA with Electronics Package)
- **Comfort Package (53B)**
  - 6-way power passenger seat
  - Heated front seats
  - Heated exterior mirrors with Pony projection lights
- **Electronics Package (58N)**
  - Dual-zone electronic automatic temperature control
  - HD Radio™
  - Voice-activated Navigation System
- **Reverse Sensing System & Security Package (43S)**
  - Reverse Sensing System
  - Active anti-theft system
  - Wheel locking kit
- Rear view camera (77C; NA with 402A; requires decklid spoiler)

Design/Styling
- Glass roof (59G)
- Racing Stripe — "Over the Top" (943; 400A only)
  - Single, Black or White
  - Not available on Convertible
  - Not available with glass roof (59G) or with Hood & Side Stripes (943)
- Decklid Spoiler Delete (13D; NA with 402A)
- Red Candy Metallic Tinted Clearcoat (RZ)
- Gotta Have It Green Metallic Tri-coat (HD)
- Stripes — Hood & Side (943; 400A only)
- Wheels
  - 18" polished aluminum (64M)
  - 19" bright machined aluminum (64X)
  - 19" premium Luster Nickel painted aluminum (64V)

(1) Ford does not recommend using summer tires when temperatures drop to approximately 40ºF or below (depending on tire wear and environmental conditions) or in snow/ice conditions. If the vehicle must be driven in these conditions, Ford recommends using all-season or snow tires.

NOTE: The above information is an excerpt to be used with pages 9 and 10 of the 12/12/11 Mustang Dealer Ordering Guide. For more information and the latest Dealer Ordering Guide, go to **fmcdealer.com.**

esourcebook.dealerconnection.com

2013 Mustang
Model Lineup

Boss 302 — *Standard equipment*

Performance/Handling
- Axle, limited-slip rear
  - 3.73:1 axle ratio
- Brakes – vented 4-wheel disc
  - Brembo™ front calipers and 14" rotors
- Drivetrain – rear-wheel drive
- Engine, Hi-Po 302 V8
  - Cold air induction
  - Exhaust, quad with side and rear exit
  - Ti-VCT
- Shock absorbers – 5-way adjustable
- Suspension, front – MacPherson strut
- Suspension, rear – 3-link with panhard rod
- Steering – electric power- assisted (EPAS) with driver-selectable effort and drift control
- Strut tower brace
- Tires – Pirelli PZero™ max-performance summer compound(1)
  - 255/40ZR19 front
  - 285/35ZR19 rear
- Transmission, 6-speed manual

Safety/Security
- AdvanceTrac electronic stability control – includes Boss-specific tuning
- Belt-Minder
- LATCH (Lower Anchors and Tethers for CHildren) system
- MyKey
- Personal Safety System with dual front airbags
- Rear seat head restraints
- SecuriLock passive anti-theft system
- SOS Post-Crash Alert System
- Tire Pressure Monitoring System (TPMS)

Comfort/Convenience
- Air conditioning – manual
- Audio
  - 4 speakers
  - Auxiliary audio input jack
  - Premium single-CD/MP3 player
- Auxiliary powerpoints (2)
- Console – center, locking with full armrest and storage
- Cupholders – covered (2)
- Defroster – rear window
- Door locks – power
- Easy Fuel capless fuel filler
- Floor mats – black carpeted front with driver retention hook
- Footrest – driver
- Lights – interior, header-mounted dome
- Illuminated entry
- Instrument cluster — 4.2" LCD message center and Track Apps
- Mirrors, exterior – dual power, with integrated blind spot mirrors
- Pedal covers – aluminum
- Remote Keyless Entry System
- Seats – cloth
  - Front bucket
  - 6-way manual driver with height adjust
  - 4-way manual passenger
  - Rear split-fold 50/50 seat backs
- Steering wheel – tilt with cruise control and 5-way control pad
- Sun visors – include illuminated vanity mirrors and storage
- SYNC with SYNC Services
- Tire inflation kit
- Windows – power with one-touch-up/-down driver and front passenger
- Windshield wipers – variable interval

Quality/Reliability/Durability
- Battery – maintenance-free
- Battery saver
- Intelligent Oil-Life Monitor

Design/Styling
- Antenna – rear-mounted
- Boss 302-specific interior
  - Alcantera® suede-wrapped Boss steering wheel
  - Black "cue-ball" style shifter handle
  - Dark Metallic aluminum instrument panel trim
  - "Powered by Ford" door sill plates
  - Seats – Boss 302-specific cloth, with Gray embroidered Boss 302 logo on front seats
  - Satin aluminum door release handles
  - Satin aluminum register surrounds with black vanes
  - Vinyl-wrapped door trim
- Diffuser-style rear lower fascia
- Engine intake manifold — Boss 302-specific with build sequence number plate
- Exhaust outlets – quad
- Grille with blocked off fog lamp openings
- Headlamps – high intensity discharge (HID)
- Mirror caps, exterior – black
- Moldings – black rocker
- Modified front fascia with aggressive lower splitter
- Roof – painted black or white to match stripe color
- Spoiler, decklid – Sterling Gray
- Stripes – Sterling Gray
  - Hood
  - Side; Gray reflective hockey stick with Boss 302 logo
- Turn signals, sequential – light-emitting diode (LED)
- Wheels – 19" black painted aluminum

BOSS 302 EQUIPMENT GROUPS/OPTIONS

Equipment Groups	Freestanding Options
Equipment Group 500A • Includes Boss 302 standard equipment	**Performance/ Handling** • RECARO Sport Seats and Helical Differential (947; 500A only) – RECARO cloth sport driver and front passenger bucket seats with Miko suede inserts and Gray embroidered Boss logo – TORSEN helical limited-slip rear differential with 3.73:1 gear ratio **Design/Styling** • Gotta Have It Green Metallic Tri-coat (HD)
Equipment Group 501A • **Laguna Seca Package** – 19" Sterling Gray painted aluminum wheels (19" x 9" front/19" x 10" rear) – Front air splitter(2) – Front brake cooling ducts (customer installation required) – Pirelli PZero™ Corsa Competition R-compound summer dry-weather-only tires(1) – Suspension tuning and steering calibrations specific to the Laguna Seca – Transmission cooler scoop (customer installation required) – TORSEN® helical limited-slip rear differential with 3.73:1 axle ratio – RECARO® cloth sport bucket seats with Miko® suede inserts and Gray embroidered Boss 302 logo – Rear compartment cross-car X-brace, painted Sterling Gray – Rear Seat Delete (deletes LATCH) – Sterling Gray exterior accents for mirror caps, hockey stick side stripes with Boss 302 logo, pedestal decklid spoiler	

(1) Ford does not recommend using summer tires when temperatures drop to approximately 40ºF or below (depending on tire wear and environmental conditions) or in snow/ice conditions. If the vehicle must be driven in these conditions, Ford recommends using all-season or snow tires.

(2) Front air splitter included in the Laguna Seca Package is intended for race track use only and is not legal for on-street driving. May degrade crash performance and void vehicle warranty. Must be installed by customer.

NOTE: The above information is an excerpt to be used with pages 12 and 13 of the 12/12/11 Mustang Dealer Ordering Guide. For more information and the latest Dealer Ordering Guide, go to **fmcdealer.com.**

Mustang 2013
Performance/Handling

Key Messages

- The first V6 to generate 305 horsepower and deliver an estimated 31 highway mpg,(1) the 3.7L Ti-VCT V6 is the most powerful V6 engine in Mustang history
- 5.0L Ti-VCT V8 provides 420 horsepower(2) in 2013 (up from 412 hp in 2012) and is the most powerful production V8 in Mustang GT history
- Manual transmission receives hill start assist functionality for enhanced starts on an incline
- Optional 6-speed SelectShift Automatic transmission offers manual shifting performance in an automatic transmission
- Available GT Track Package on Coupe (manual transmission only) includes all Brembo™ Brake Package features plus a stiffer TORSEN® helical differential, larger Boss 302 radiator, upgraded engine oil cooler and more
- Boss 302 features a Hi-Po V8 with impressive 444 horsepower and 380 lb.-ft. of torque with performance enhancements designed specifically for road and track applications

Engines

3.7L Ti-VCT V6

Key Features

- Most powerful V6 engine in Mustang history
- 305 horsepower @ 6500 rpm
- 280 lb.-ft. of torque @ 4250 rpm
- Cam-torque actuated twin independent variable camshaft timing (Ti-VCT)
- Aggressive deceleration fuel shut-off (ADFSO)
- Cold-air induction
- Dual overhead camshaft (DOHC) cylinder head design
- Deep-sump oil pan
- Electronic throttle control
- Oil change interval up to 1 year or 10,000 miles(3)
- Delivers excellent power and fuel efficiency with regular, 87-octane fuel
- A V8-engine-like 82.4 horsepower per liter will please Mustang enthusiasts
- Standard on V6 and V6 Premium

5.0L Ti-VCT V8

Key Features

- 420 horsepower @ 6500 rpm(2)
- 390 lb.-ft. of torque @ 4250 rpm(2)
- Cam-torque actuated twin independent variable camshaft timing (Ti-VCT)
- Aggressive deceleration fuel shut-off (ADFSO)
- Cold-air induction
- DOHC cylinder heads feature high-performance roller finger valvetrain
- Aluminum cylinder heads and deep-skirt engine block help reduce weight for fuel efficiency
- Aggressive cam lift profile
- Piston cooling jets
- Electronic throttle control
- Specially designed tubular exhaust headers flow through a 3.5" mandrel-bent dual exhaust that includes a crossover balance tube to help reduce back pressure
- 84.0 horsepower per liter will please Mustang enthusiasts
- Deep-sump oil pan with 8-quart capacity
- Oil change interval up to 1 year or 10,000 miles(3)
- Regular 87-octane fuel minimum, 91-octane recommended
- Standard on GT and GT Premium

NOTE: See page 20 for Boss 302 engine information.

(1) 2012 EPA-estimated 19 city/31 hwy./23 combined mpg with Coupe model and automatic transmission.
(2) Ratings achieved using premium fuel.
(3) Under normal driving conditions.

2013 Mustang
Performance/Handling

Engines cont'd

MAKE THE POINT: The Heart of the 5.0

Mustang enthusiast customers will appreciate additional details behind the features and technologies giving the 5.0 Ti-VCT V8 engine the balance of power AND fuel efficiency.

- Ti-VCT rotates the camshafts — two per each cylinder head — to advance or retard the cam timing, maximizing engine power and fuel efficiency based on several measures including throttle input
- During the engine development stage, powertrain engineers went to the Ford Racing engineers, started with a proven high-lift camshaft profile and then tuned it for the 4-valve-per-cylinder heads on the 5.0
- Extensive use of computer-aided engineering (CAE) and dynamometer testing was performed to fine-tune the camshaft profile to maximize power and fuel efficiency
- Aluminum DOHC cylinder heads feature a compact high-performance roller finger valvetrain design leaving more space for high-flow ports for free-breathing performance
- Cylinder head structure was designed to support high cylinder pressures and includes cross-flow cooling for sustained high engine rpm use
- Aluminum engine block has optimized oil windage and drainback performance to help maintain proper engine oiling under high rpm and high cornering use — conditions commonly seen at "track day" events
- Piston cooling jets help improve oil warm-up and help maintain cooler piston temperatures
- Specially designed tubular exhaust headers were developed to maximize exhaust pulse separation and improve flow. The headers and crossover balance tube not only help generate more power, but are key to the terrific sound coming from the dual exhaust outlets

Engine Technologies

Fail-safe Cooling System

- Standard on 5.0L V8 engines
- If the engine overheats, it automatically switches from 8-cylinder operation to alternating 4-cylinder operation
- The vehicle operates at limited engine power, allowing the driver to travel a short distance to a service facility
- The distance the vehicle can travel depends on load, outside temperature and road conditions

Cam-torque Actuated Twin independent Variable Camshaft Timing (Ti-VCT)

- Allows the camshafts to operate the intake and exhaust valves at different times in the combustion cycle, based on speed and load
- Adjusts cam timing to provide optimum performance and fuel economy
- Outstanding efficiency under low load conditions such as idling or highway cruising
- Remarkable power when accelerating

Aggressive Deceleration Fuel Shut-off (ADFSO)

- Helps maximize fuel efficiency by temporarily interrupting fuel delivery and consumption when the vehicle normally slows down while maintaining normal engine operation
- System is automatic and requires no interaction from the driver

NOTE: See the Powertrain section in the Source Book Appendices or on ***e*SourceBook** for more information.

ENGINEERING INSIGHT

Cold-air Induction

What It Is

- A cold-air induction system is standard for BOTH Mustang engines
- It's called "cold-air" since the air filter is isolated from the engine compartment and allows the intake to "breathe in" cooler air from outside

How It Works

- By taking in cooler air, the intake charge can be combined with more fuel than it can with warmer air — what is often called a "richer" fuel mixture
- More fuel in the intake charge helps the combustion cycle produce more power — and Mustang customers always appreciate more power

Fuel Economy

ENGINEERING INSIGHT	
Fuel Economy	
The Key Message • Mustang customers are getting the best of both worlds in 2013 with excellent horsepower for the V6 and V8 engines AND outstanding fuel economy when equipped with the 6-speed SelectShift Automatic transmission	**Fuel Efficiency Technologies** • Ti-VCT on the 3.7L V6 and 5.0L V8 engines • Electric power-assisted steering (EPAS) • Two 6-speed transmissions • Aerodynamic design

2012 EPA-estimated Fuel Economy(1)		
Engine/Transmission	**City mpg**	**Highway mpg**
3.7L Ti-VCT V6/6-speed manual	19	29
3.7L Ti-VCT V6/6-speed SelectShift Automatic (Coupe)	19	31
3.7L Ti-VCT V6/6-speed SelectShift Automatic (Convertible)	19	30
5.0L Ti-VCT V8/6-speed manual	17	26
5.0L Ti-VCT V8/6-speed SelectShift Automatic	18	25
Hi-Po 302 V8/6-speed manual (Boss 302)	17	26

(1) 2013 fuel economy estimates will be made available prior to production release. Stay tuned to ***e*SourceBook** for updates.

Transmissions

6-speed Manual

- New hill start assist enhances starts from a standstill, even when on an incline
- Aggressive (short) 1st gear ratio delivers exhilarating launch feel
- Tall overdrive gear ratio reduces engine rpm at highway speeds to help maximize fuel economy
- Short shifter throws, positive internal shift stops and full gear synchronization provide confident and smooth overall shift feel
- Hard-finished gears for reduced gear whine and durability
- Two-piece housing helps reduce overall driveline binding
- Skip-shift feature goes from 1st to 4th gear at certain speeds to help fuel efficiency
- Reverse lockout feature helps protect the transmission from accidental engagement of Reverse
  - Shifter will engage Reverse only if the handle is pushed down before shifting
- Transmission is "filled for life" with synthetic fluid
- Standard on all models

6-speed SelectShift Automatic

- Wide gear ratio span provides a lower final drive ratio to help improve fuel efficiency
- Capable of up to 7000 rpm engine speeds
- Excellent torque capacity in all gears
- Torque converter has lockup capability in 3rd to 6th gears to help maximize fuel efficiency and isolate NVH (noise, vibration and harshness) characteristics
- Transmission is "filled for life" with synthetic fluid
- Optional with the 3.7L V6 and 5.0L V8 engines
- Not available on Boss 302

SelectShift Capability

- Engaged by moving the shifter to the Sport (S) position
- Allows driver to change gears, up or down, without using a clutch, by using a switch on the shifter handle
- Driver manually upshifts the transmission by pushing the **+** portion of the switch
- Driver manually downshifts the transmission by pushing the **–** portion of the switch
- Engine-speed matching helps provide fast and smooth downshifts
- Upshifts will be held, even at redline, until the driver selects the next gear

2013 Mustang
Performance/Handling

Packages

Brembo™ Brake Package

- 19" Dark Stainless painted aluminum wheels
- Brembo 4-piston high-performance front calipers and 14" x 1.26" rotors
- Rear single-piston calipers and 11.8" x 0.75" vented rotors
- Summer-compound performance tires(1)
- Tire mobility kit replaces spare tire
- Unique AdvanceTrac electronic stability control tuning
- Optional on GT and GT Premium

V6 Performance Package

Designed to give V6 customers enhanced ride and handling characteristics. Package includes:

- GT Coupe suspension components
- 3.31:1 limited-slip rear differential
- 19" x 8.5" Foundry Black painted and machined aluminum wheels
- Gloss black exterior mirror caps
- 255/40R19 summer compound performance tires(1)
- Strut tower brace
- Unique AdvanceTrac tuning
- Unique engine cover
- Unique front and rear brake calipers with Performance Friction Carbon Metallic® front brake pads
- Optional on V6 Coupe models only

GT Track Package

- Includes Brembo™ Brake Package plus:
  - TORSEN® helical differential with 3.73:1 axle ratio
  - Boss 302 radiator
  - Engine oil cooler
- Available on Coupe models with manual transmission only

MAKE THE POINT:
Summer Compound Tires

Mustang offers summer-only performance tires with a stiffer sidewall design, aggressive tread pattern and a softer (stickier) rubber-formulated tread compound. The softer summer compound offers improved acceleration, braking and handling performance on dry and wet road surfaces and is exclusively intended for use in warmer climates. If customers are in a geographical area where snow, ice or temperatures below 40 degrees F are common and they intend to drive the car year-round, they should know when winter or all-season tires are appropriate.

(1) Ford does not recommend using summer tires when temperatures drop to approximately 40ºF or below (depending on tire wear and environmental conditions) or in snow/ice conditions. If the vehicle must be driven in these conditions, Ford recommends using all-season or snow tires.

Chassis

MacPherson Strut Front Suspension

- MacPherson strut front suspension uses friction-reducing geometry for precise handling, incredible responsiveness and a smooth, comfortable ride
- By mounting the springs in a coil-over-shock configuration on the strut, the shock absorbers damp forces in the same direction as the spring, for low friction and precise shock valve tuning
- High-strength steel combined with coil-over-shock design allows the use of lightweight springs
- Advanced technologies include a manufacturing technique that produces reverse-L steel lower control arms weighing less than some comparable cast aluminum designs
- The L-shaped lower control arm offers a number of advantages over classic A-arm or wishbone suspension components
  - System uses a firm hydraulic bushing to control lateral (side-to-side) motion for quick steering response. Lateral motion travels through the shorter, lower leg of the L-arm where it connects to the chassis
  - Softer, more compliant hydraulic bushing is used to control longitudinal (front and back) motion and help dampen road shocks. Longitudinal movements travel through the longer, rear leg of the L-arm
- Front stabilizer bar with outboard mounting helps reduce roll, increase stiffness and improve steering responsiveness
- GT models include a larger 34.6mm (versus 33.2mm on V6) front stabilizer bar to further help reduce body roll during hard-cornering maneuvers
- Higher spring rates and shock valving tuned specifically for GT help to provide responsive handling characteristics
- When equipped with 19" wheels, Mustang adds a strut tower brace that helps keep the steering taut while increasing responsiveness

NOTE: See page 20 for Boss 302-specific chassis features.

3-link Rear Suspension with Panhard Rod

- Rear suspension design offers precise control of the rear axle to reduce lateral skate on uneven surfaces such as railroad tracks
- Central upper control arm fastened to the upper front end of the differential provides more leverage against axle windup for smooth, consistent launches
- Trailing arms located near each end of the axle are designed to help eliminate axle windup
- Tubular panhard rod connects to the axle at one end and the body at the other
  - Stabilizes the axle side-to-side as the wheels move through jounce and rebound
  - Firmly controls the axle during hard cornering
  - Allowed designers to have tight tire-to-fender gaps and lower overall body
- Shock absorbers mounted outside the rear structural rails, located near the wheels:
  - Reduce the axle's lever effect
  - Allow more precise, slightly softer shock valve tuning
  - Provide a smooth, comfortable ride with no loss of road feel or feedback
- Rear stabilizer bar uses a body-mounted swing link design that reduces unsprung weight for improved ride and handling
- Rear axle jounce bumpers use a separate, microcellular urethane design allowing advanced shock tuning for a better ride
- GT models include a 24mm rear stabilizer bar to help reduce body roll during aggressive cornering

Mustang Stabilizer Bar Diameters

	V6 Front/Rear (mm)	GT Front/Rear (mm)	Boss 302 Front/Rear (mm)
Coupe	33.2/22.0	34.6/24.0	34.6/25.0(1)
Convertible	33.2/22.0	33.2/22.0	—
V6 Performance Package	34.6/24.0	—	—
Brembo™ Brake Package (Coupe)	—	34.6/24.0	—
Brembo Brake Package (Convertible)	—	33.2/22.0	—

(1) 26.0mm rear stabilizer bar included with Laguna Seca Package.

2013 Mustang
Performance/Handling

Chassis cont'd

Large 4-wheel Disc Brakes

- Dual-piston front brake calipers provide excellent pedal feel with low effort
- Mustang GT vented front discs are 13.2" in diameter
- Front discs are 1.42" thick and ventilated to help air cooling and provide consistent fade-free stopping power
- Mustang V6 vented front discs are 12.4" in diameter
- V6 and GT use single-piston rear calipers clamping down on 11.8" vented discs that are 0.75" thick
- Disc brakes provide low-effort stopping power and are more resistant to fade than drum brakes

NOTE: See page 21 for Boss 302-specific brake system features.

ENGINEERING INSIGHT

Active Nibble Control

What Is Nibble?

- Steering nibble is undesirable rotational vibration that can be felt through the steering wheel – mostly when the vehicle is traveling straight
- Nibbles are often caused by the presence of an out-of-balance front wheel/tire, or "brake shudder," often caused by unequal wear of the brake rotors

How Active Nibble Control Works

- Torque sensors located in the electric motor sense nibble vibrations
- The electric motor then applies a counter-rotational force to cancel out the vibrations
- This counter-rotational force helps reduce unwanted vibrations in the steering wheel

Key Benefits

- EPAS system sensors continuously monitor steering wheel inputs
- When sensors detect steering wheel rotational vibrations — or nibbles — EPAS counteracts the nibbles and seamlessly cancels them out
- Helps reduce the amount of minor steering corrections caused by the steering nibbles and helps provide a more comfortable driving experience

Electric Power-Assisted Steering (EPAS) with Driver-selectable Effort, Drift Control and Active Nibble Control

Key Benefits

- EPAS is a sophisticated electric speed-sensitive steering assist system that helps correct for road irregularities and improve overall steering feel
- Constantly checks and compensates for changes that can cause the vehicle to pull left or right
- Offers light, responsive steering around town and for parking
- At higher speeds, EPAS delivers less steering assist for more confident control
- EPAS replaces the hydraulic gear system that pulled power (and efficiency) from the engine via a belt
- Helps improve fuel economy and eliminate hydraulic noises common with hydraulic systems

Driver-selectable Effort

- Offers customer choice of three settings:
  - **Comfort Mode** provides the least amount of road force felt in the steering wheel and requires the least amount of steering effort
  - **Sport Mode** provides the most road force felt through the steering wheel and requires the highest level of steering effort
  - **Standard Mode** is a balance between the Comfort and Sport settings
- Steering effort is locked in Sport Mode when AdvanceTrac Sport Mode is on; learn more about AdvanceTrac Sport Mode on page 17
- Settings are accessed and programmed via the message center

Drift Control

- An automatic system that uses EPAS to help continuously correct for road irregularities and improve overall steering feel
- System is continually "learning" and adapting to steering conditions and compensates for changes that can cause the vehicle to pull left or right
  - Assists the steering effort to help the driver maintain a straighter path
  - Helps driver avoid unwanted lane changes (or drift)
- Reduces steering effort required when driving on crowned roads or in heavy side winds

Traction

AdvanceTrac Sport Mode

- AdvanceTrac is standard and includes Sport Mode on GT Premium models and with available V6 Performance Package
- Sport Mode is a unique calibration of AdvanceTrac, allowing for more spirited driving with AdvanceTrac still enabled
- Sport Mode is activated by rapidly pressing the AdvanceTrac control button twice
- See page 23 for a complete description of AdvanceTrac

Rear-wheel-drive Advantages

- Provides excellent handling and balanced performance, especially through turns, thanks to a more even front-to-rear weight distribution compared to front-wheel-drive systems
- Provides better steering and handling by spreading tire loads to all four tires, compared to a front-wheel-drive system where the front tires are required to manage both steering and acceleration loads
- Eliminates torque steer, the annoying pulling to the left or right during hard acceleration in a front-wheel-drive vehicle, caused by the imbalance of driving force between the front wheels

Solid Rear Axle Advantages

- Maintains constant track, toe-in and camber relative to the road surface and keeps body roll well under control
- Offers excellent off-the-line performance
- Differential-mounted central upper control arm helps prevent axle windup
- Solid rear axle design is typically more robust than an independent rear suspension — effectively handling large amounts of torque
- Rear axle ratio is more easily changed by racing enthusiasts seeking more performance
- Rear-wheel-drive/solid rear axle configuration is a key purchase motivator for Mustang enthusiast buyers

ENGINEERING INSIGHT
Limited-slip Rear Differential
A limited-slip rear differential is designed to transfer engine power to the rear wheel with the most grip. This greatly improves traction on slippery or uneven surfaces — translating to excellent acceleration and performance.

Rear Axle Ratio Availability	V6 Manual	V6 Automatic	V8 Manual	V8 Automatic	Boss 302
2.73:1	Standard	Standard	—	—	—
3.15:1	—	—	—	Standard	—
3.31:1	Optional(1)	Optional(1)	Standard	—	—
3.55:1	—	—	Optional(2)	—	—
3.73:1	—	—	Optional(2)	—	Standard

— Not available.
(1) Only available with V6 Performance Package.
(2) Not available on Mustang Convertible models.

Track Apps

4.2" LCD message center on V6 Premium and GT Premium allows the driver to select various performance options:

Accelerometer

- The red dot in the center of the gauge is a real-time indication of the vehicle's longitudinal and latitudinal acceleration and updates continuously
- The numbers on the outside of the ring represent the maximum accelerations since the customer last reset the values
- The gauge updates only when it's being displayed

2013 Mustang
Performance/Handling

Track Apps cont'd

Acceleration Timer

- Brings up a selection of tests that the driver can run
- Once the test has been selected, the driver can select from two different starting methods:
  - **Countdown Start**
    - Provides a racing "Pro Tree" (the red, yellow and green staging lights found at drag strips) style of starting
    - Driver will be prompted to pull up to the starting line and then be prompted to start the countdown
    - Colors will flash a half-second apart, and if the start is successful it will end in green
    - If the driver accelerated early, the color will be red and no data will be recorded
  - **Automatic Start**
    - Useful if there is an external starting mechanism
    - Once the driver presses "OK," the timer will wait until the vehicle starts moving and then the time will begin
- Once the timer start is successful, the screen will change to show an elapsed time and a progress bar to show how close to the end of the test the driver is
- When the data collection finishes, the screen will display the results
- Timer will attempt to fill in as many of the times and speeds as it can. For example, if the customer picks a 1/4-mile test, all the results should be filled in provided the vehicle exceeded 100 mph
- The recorded times and speeds are similar to the results that a drag strip would provide at the end of a run

Brake Performance

- Brings up a selection of tests that the driver can run
- Driver is instructed to accelerate above the speed requested in the previous screen
- Once the proper speed is attained, the driver is instructed to apply the brakes
- The screens will then change to the data acquisition screen
- Data acquisition screen shows the elapsed time and a progress bar showing how close to the end of the test the vehicle is
- When the data is acquired, the results will be displayed

View/Clear Results

- Brings up a menu of data management actions the driver can take
- Track Apps will store three sets of data: Last Run, Saved and All-time Best
- Driver can clear All-time Best data separately from the Last Run and Saved data
- Selecting View Acceleration Timer will display the results from the last acceleration run and the saved data
- Driver can select any result and save it. Saving a result will overwrite the previous saved result
- Results with more than one data parameter can only save all the parameters together
  - Selecting View Brake Results will display the results from the last brake performance run and the saved data
    - Driver can select any result and save it. Saving a result will overwrite the previous saved result
  - Selecting View All-time Best will display the All-time Best results
    - Track Apps automatically saves All-time Best data any time it sees a result that is better than a stored result
  - All-time Best data is from the Acceleration Timers and the Brake Performance Runs

Ford Racing Mustangs

Ford Racing Mustangs

Race cars are the extreme expression of performance and the pride of all auto manufacturers, especially when the manufacturer engineers, develops and builds the race cars — and the cars win! Such is the case at Ford, the only manufacturer to offer a diverse line of fully engineered, turnkey, winning race cars for amateur and professional competition. The BOSS 302R is the latest addition to the race-winning formula.

Mustang BOSS 302R

To honor the 40th anniversary of Parnelli Jones' 1970 Trans-Am championship Mustang BOSS 302 prepared by Bud Moore Engineering, Ford Racing introduces the Mustang BOSS 302R, a factory-built race car ready for track days and road racing in a number of professional and amateur racing series.

The BOSS 302R follows in the very successful footsteps of the Mustang FR500C. The Mustang BOSS 302R is a serialized off-road-only vehicle ready to race. Each BOSS 302R will come with a 5.0-liter 4-valve engine, 6-speed manual transmission, roll cage, race seats, safety harness, data acquisition system, race-ready shock absorbers and springs, and a Brembo™ brake and tire package.

The original BOSS 302 was a championship-winning legend and the 2013 Mustang BOSS 302R will carry on the tradition. The Mustang was born to race from the start, and the Mustang BOSS 302R is bred to win.

Mustang FR500C

The first of this family of Mustang race cars was the FR500C — designed to compete in the Grand-Am KONI Challenge. The FR500C had a remarkable first season, winning the "triple crown" of drivers', manufacturers' and team championships. The FR500C repeated the triple crown performance in 2008 and 2009! The formula was so good, the FR500C went to Europe and stormed to the 2007 and 2008 FIA GT4 drivers' championships.

Mustang FR500S

Given the success of the FR500C, Ford Racing embarked upon an even more ambitious effort — building race cars in the Mustang assembly plant. Through a collaboration involving Ford Racing, Miller Motorsports Park, Team Mustang and the team at the plant, the FR500S was born — and with it the Mustang Challenge for the Miller Cup, a professional road racing spec series exclusively featuring the FR500S.

Mustang FR500CJ

To celebrate the 40th anniversary of the original Cobra Jet Mustang, Ford Racing returned to sportsman drag racing in a big way with the FR500CJ (Cobra Jet) — a turnkey, purpose-built drag race car. This factory hot rod is powered by the supercharged 5.4 Cobra Jet engine, and benefits from the same factory design and engineering that went into its road-racing brothers.

2013 Mustang
Performance/Handling

Mustang Boss 302 Key Features

Hi-Po 302 V8 Engine

Key Features

- 444 horsepower @ 7400 rpm
- 380 lb.-ft. of torque @ 4500 rpm
- Twin independent variable camshaft timing (Ti-VCT)
- Cold-air induction
- Dual overhead camshaft (DOHC) cylinder head with 4 valves per cylinder
- Deep-skirt aluminum engine block and aluminum cylinder heads help to reduce overall vehicle weight
- Piston cooling jets
- Electronic throttle control
- Deep-sump oil pan with 8-quart capacity and oil change interval up to 10,000 miles
- Fail-safe cooling system
- Mated only to a 6-speed manual transmission

Boss 302-specific Enhancements

- Revised composite intake system with shorter runners for high-rpm breathing; manifold includes production number plate
- Forged aluminum pistons and upgraded connecting rods for improved strength
- High-strength aluminum-alloy cylinder heads with fully CNC-machined ports and chambers for exceptional high-rpm airflow without sacrificing low-speed torque
- Lightened valvetrain components
- Sodium-filled exhaust valves for improved heat dissipation
- Race-specification crankshaft main and rod bearings for improved high-speed durability
- Revised oil pan baffling for improved oil control under cornering loads greater than 1.0 g, a situation often seen in racing environments
- Quad exhaust system with two rear outlets and two side outlets from the exhaust crossover
- Removable fog lamp covers within grille help improve engine heat dissipation; covers can be removed on track days with a screwdriver

ENGINEERING INSIGHT

Quad Exhaust Outlets

The Boss includes a quad exhaust system with two rear outlets and two side outlets from the exhaust crossover. This design sends the engine exhaust through a set of metal discs acting as tuning elements before the pipes terminate just ahead of the rear wheel openings. The side pipes provide an authentic V8 sound experience unlike any other Mustang.

NOTE: Discs are removable and include a spacer plate sized to match aftermarket exhaust "dump" valves.

6-speed Manual Transmission Enhancements

- Gear spacing helps the driver keep the engine in the torque "sweet spot"
- Racing-inspired clutch with heavy-duty friction material for improved durability

Limited-slip Rear Differential

- Boss 302-specific carbon fiber clutch plates to help improve durability and torque delivery
- Higher-performance 3.73:1 axle ratio

TORSEN® Differential

- Available on the Boss 302 and included in the Laguna Seca Package
- A full-time torque-sensing system designed to improve power delivery to the rear wheels
- Differential continuously manages power delivery between the rear axles, helping maximize traction over a variety of road conditions
- A better balance of power delivery helps improve overall vehicle handling and acceleration capability
- TORSEN differential uses a parallel helical gear system
  - – Helical gear set is more robust than a limited-slip differential with a clutch pack design

Suspension and Chassis Enhancements

- 19" aluminum racing wheels, painted black, with staggered widths
  - – Staggered wheel widths, 9" front/9.5" rear, allowed engineers to fit the widest tires to the chassis
- 5-way adjustable shock absorbers with Boss 302-specific tuning allow the owner to set the shock absorbers to their preference
  - – Setting 1 is the softest and setting 5 is the firmest
- Boss 302-specific tuning of the electric power-assisted steering (EPAS)
- Higher-rate coil springs than Mustang GT help increase chassis response
- Lower ride height, 11mm front and 1mm rear helps lower the vehicle overall center of gravity for improved handling response
- Max-performance Pirelli PZero™ summer compound tires for improved overall grip(1)
- Stiffer suspension bushings than Mustang GT help increase chassis response
- Strut tower brace helps increase chassis structural rigidity

(1) Ford does not recommend using summer tires when temperatures drop to approximately 40ºF or below (depending on tire wear and environmental conditions) or in snow/ice conditions. If the vehicle must be driven in these conditions, Ford recommends using all-season or snow tires.

Mustang Boss 302 Key Features cont'd

ENGINEERING INSIGHT

5-way Adjustable Shock Absorbers

The handling capability of the Boss 302 is a reflection of the chassis and, more specifically, the suspension. All of the components work together to deliver handling prowess. At the heart of this capability are the 5-way adjustable shock absorbers.

Simplicity

- The shock absorbers are straightforward with no additional weight or complexity found with the electronically controlled systems
- The adjusters are located at the top of each shock tower, located under the hood or inside the trunk
- If the owner has a flat-blade screwdriver, then they have all the tools required to change the settings

Adjustability

- The shock absorbers offer five settings with setting 1 being the softest and setting 5 the firmest
- Setting 2 is the factory setting
- Owner can have the shocks on setting 5 for the highest response for a weekend track day event and return the shocks to setting 1 for a more relaxed ride home

Capability

- The shock absorbers work together with all of the chassis components to achieve more than 1.0 g of lateral acceleration

Brake System Enhancements

- Boss 302-specific Anti-lock Brake System (ABS) tuning
- Brembo™ 4-piston front brake calipers and 14" x 1.26" vented front rotors designed to deliver high-performance stopping power
- High-performance Performance Friction Carbon Metallic® front brake pads are race track proven
- Low-expansion brake lines for better brake pedal feel

RECARO® Sport Seats and Helical Differential

- RECARO cloth sport driver and front passenger bucket seats trimmed with Miko® suede inserts and Gray embroidered Boss logo
- TORSEN® torque-sensing, helical limited-slip rear differential with 3.73:1 gear ratio

ENGINEERING INSIGHT

Racing Improves the Breed

Road racing fans will be familiar with the Ford Racing Boss 302R – a race track-only vehicle complete with roll cage, race seats, safety harness, data acquisition, race-tuned suspension and Brembo brakes. What these fans, and customers, may not know is the Boss 302R is the origin of the 2013 Mustang Boss 302. As these racing Mustangs rack up miles of brutal use, the outcome of each lap improves every Mustang in the showroom.

TracKey

Key Features

- Optional TracKey PCM (powertrain control module) software is available exclusively for Boss 302 owners
- Installed by an authorized Ford dealer after a customer takes delivery
- The black key with Boss logo operates the Boss with the standard PCM settings
- The red TracKey with Boss logo adjusts variable cam timing, spark maps, engine braking, fuel control and other engine parameters – more than 200 in total – to provide a complete race car calibration
- With the red key in use, TracKey delivers an aggressive, race-bred driving experience all the way down to the lopey idle rumbling through the Boss quad exhaust

Key Benefits

- When the red TracKey is removed and the vehicle is started with the standard black key, the PCM settings are automatically drawn from the factory Boss 302 settings
- TracKey is a huge advantage over aftermarket tuning chips and PCM reprogramming
- Extra convenience for enthusiasts wanting all-out performance at the track but stock driveability for the journey there and back
- Learn more at **fordracingparts.com/trackey**

2013 Mustang
Performance/Handling

Mustang Boss 302 Key Features cont'd

Track Attack

Key Features

- Every Boss owner will have the opportunity to participate in Boss Track Attack, an instructional driving program specific to the Boss 302
- Track Attack is designed to give Boss owners a comprehensive, hands-on look at exactly what the Boss 302 is capable of – and just how much fun it can be – including a day of on-track instruction
- The program will take place at Miller Motorsports Park in Tooele, Utah, outside of Salt Lake City
- Boss owners will need to make their own travel and lodging arrangements, but once in Utah, the full track experience – including cars for the event – is courtesy of Ford
- Learn more at **BossTrackAttack.com**

Laguna Seca Package

Performance/Handling Enhancements over the Boss 302

- Front brake cooling ducts (installation required)
- Stiffer spring rates
- Laguna Seca-specific lightweight front air splitter(1)
- Larger, 26mm rear stabilizer bar
- Pirelli PZero™ Corsa Competition performance R-compound summer dry-weather-only tires(2)
- Rear compartment cross-car X-brace
- TORSEN® torque-sensing limited-slip rear differential with 3.73:1 axle ratio
- Suspension and steering tuning specific to the Laguna Seca
- Transmission cooler scoop (installation required)

Design/Styling Enhancements over the Boss 302

- 19" Sterling Gray painted aluminum wheels (19" x 9" front/19" x 10" rear)
- Sterling Gray exterior accents
  - Mirror caps
  - Gray reflective hockey stick side stripes with Boss 302 logo
  - Pedestal decklid spoiler
- Gray interior accents
  - Rear compartment cross-car X-brace
- RECARO® cloth sport front bucket seats trimmed with Miko® suede inserts and Gray embroidered Boss 302 logo
- Rear seat delete

(1) Front air splitter is intended for race track use only and is not legal for on-street driving. May degrade crash performance and void vehicle warranty. Must be installed by customer.
(2) Ford does not recommend using summer tires when temperatures drop to approximately 40ºF or below (depending on tire wear and environmental conditions) or in snow/ice conditions. If the vehicle must be driven in these conditions, Ford recommends using all-season or snow tires.

Key Messages
• AdvanceTrac electronic stability control standard on all Mustang models • SOS Post-Crash Alert System activates the flashers and sounds the horn after a crash • Standard front-seat side airbags • Anti-lock Braking System (ABS) and traction control help drivers avoid accidents • AdvanceTrac in GT models adds Sport Mode that allows for more spirited driving while the AdvanceTrac system is enabled

Accident Avoidance

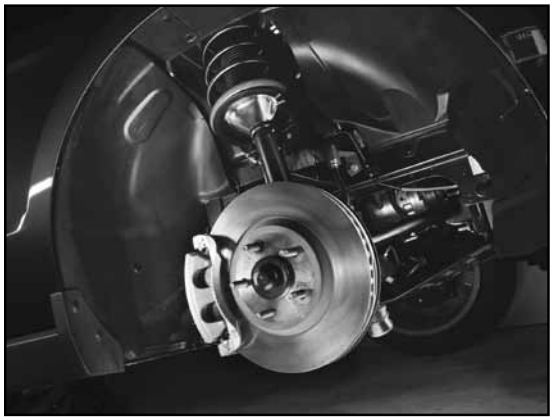
AdvanceTrac Electronic Stability Control

- Helps the driver maintain vehicle stability in adverse driving situations or when making evasive maneuvers on slippery pavement
- Monitors the vehicle's cornering behavior with steering angle, lateral acceleration and yaw rate sensors, and automatically makes braking and throttle adjustments to match the vehicle's direction to the driver's intention using Anti-lock Braking System (ABS) and traction control components
- Automatically activates whenever the vehicle is started, but may be turned off for certain situations, such as when "rocking" a vehicle stuck in mud or snow

NOTE: See the Safety section in the Source Book Appendices or on ***e*SourceBook** for more information.

Anti-lock Braking System (ABS)

- Helps drivers to maintain steering control in emergency or other hard-braking situations
- Electronically "pumps" the brakes several times per second when the computer-controlled sensors indicate wheel lockup during hard braking



A CLOSER LOOK: AdvanceTrac Features and Functions					
Control Switch Functions	**Mode**	**"Sliding Car OFF" Icon**	**Message Center Display (if equipped)**	**AdvanceTrac**	**Traction Control**
Control switch pressed once momentarily	Traction Control OFF	On	TRACTION CONTROL OFF	Enabled	Disabled
Control switch pressed twice rapidly, brakes applied and no throttle apply	Sport Mode (if equipped)	On	ADVANCETRAC SPORT MODE	Enabled	Enabled
Control switch pressed and held for more than five seconds, vehicle speed = 0 mph, brakes applied	AdvanceTrac Disabled	On	ADVANCETRAC OFF	Disabled	Disabled

2013 Mustang
Safety/Security

Accident Avoidance cont'd

Traction Control

- Uses the ABS computer and sensors to monitor wheelslip at any speed
- Helps improve traction on slippery or loose driving surfaces by using brake and/or engine controls
  - Braking at one or both drive wheels
  - Fuel injection cutoff
  - Ignition spark retard
  - Modification of the air/fuel ratio
- Aids driver confidence under poor road conditions
- Helps improve vehicle traction and steering control without sacrificing dry pavement performance
  - When the lane is slippery on one or both sides
  - Pulling out from icy parking lots or highway shoulders
  - During acceleration when cornering

Tire Pressure Monitoring System (TPMS)

- Sensor-based system alerts the driver to significant underinflation in any of the tires, excluding the spare
- Pressure sensors detect actual tire pressure and activate a warning light in the vehicle's instrument cluster when a tire is significantly underinflated

NOTE: See the Safety section in the Source Book Appendices or on ***e*SourceBook** for more information.

MAKE THE POINT:
Traction Control

The driver can disable traction control using a button located on the floor console next to the shifter. Why would anyone want to turn off their traction control system?

- To allow enough wheelspin to free a vehicle stuck in the snow or on a slippery surface, and to enable a successful "rocking" maneuver
- When using tire chains

Remind your customers that once the system is switched to Off, it defaults to On when the vehicle is restarted or when the On/Off button is pressed again.

Occupant Protection

Personal Safety System

The Ford Personal Safety System tailors airbag usage to the severity of the crash, driver and passenger safety belt use, driver's seat position and passenger classification.

System components include:

- Dual-stage driver and front passenger airbags
- Electronic front crash severity sensor
- Driver's seat position sensor
- Front outboard safety belt usage sensor
- Restraint control module
- Front outboard safety belt energy management retractors
- Front outboard safety belt pretensioners
- Front Passenger Sensing System

NOTE: See the Safety section in the Source Book Appendices or on ***e*SourceBook** for more information.

Front-seat Side Airbags

- Side airbags help protect front-seat occupants in certain side collisions
- Airbags deploy from the front-seat side bolsters to protect occupants' chests
- Placed in the front seat back side bolsters, so they are always in the optimum deployment position no matter where the seat is positioned
- Designed to help protect the chest in certain side collisions

Child Safety

LATCH (Lower Anchors and Tethers for CHildren) System

- Consists of a top tether anchor point and two rigid bars located where the seat cushion meets the seat back
- Both rear seats offer LATCH provisions
- LATCH-compatible child safety seat attaches to the lower anchor points by means of flexible tethers or rigid latch bars
- LATCH assists in providing a secure attachment and uniform installation method to help reduce the likelihood of an improper child safety seat installation

Personal Security

MyKey

- Industry-exclusive
- Standard on all Mustang models
- Allows owners to program a "key limit" to certain vehicle functions to help promote safe driving habits
- Default restrictions include
  - Persistent Belt-Minder alert that mutes audio system until front safety belt(s) are fastened
  - Earlier Low Fuel Warning indicator
  - Restriction of disabling certain features, if equipped
- Programmable restrictions include
  - Limited vehicle top speed
  - Configurable speed alert chime set at 45, 55 OR 65 mph
  - Maximum audio system volume
- Programming MyKey is done via the message center
  - One standard key will be the Administrator Key while the other will operate as MyKey with the programmed restrictions

SOS Post-Crash Alert System

- Activates the hazard flashers and sounds the horn after a crash where the airbags deploy(1)
- Sounding the horn and flashing the hazards makes the vehicle easier to locate if the accident happens off the roadway
- System operates until deactivated or battery power is depleted

SecuriLock Passive Anti-theft System

- Requires an electronically encoded ignition key (with billions of possible codes) to start the vehicle
- Designed to help prevent the engine from being started unless a coded key programmed to the vehicle is used

Active Anti-theft System

- Engages when locking and arming the vehicle with the remote transmitter or power door lock switch with a door open
- When all doors are closed, the system monitors doors, hood, trunk, interior motion and vehicle inclination
- Inclination sensor helps prevent tow-away thefts
- Interior motion sensor helps prevent "smash-and-grab" break-ins
- Includes a separate alarm sounder plus the vehicle horn
- Also has a 60-amp-hour battery to sound the alarm longer
- Locking the vehicle with the ignition key in the driver's door arms the doors, hood and trunk, but blocks the motion and inclination sensors; use this method if interior motion is expected, during vehicle transport or when hoisting
- All windows must be closed for proper motion-sensing performance

(1) SOS hardware may become damaged or the battery may lose power in a crash, which could prevent operation. Not all crashes will activate an airbag.

2013 Mustang
Safety/Security

Crash Test Ratings

NHTSA Ratings

What You Need to Know

- The National Highway Traffic Safety Administration (NHTSA) New Car Assessment Program (NCAP) provides consumers with crash test ratings(1) to help them make a more educated decision on new vehicle purchases
- Frontal and side crash test ratings are located in the Government Safety Ratings portion of the 2013 vehicle window sticker

2012 Mustang NHTSA Results

Crash Test	Mustang Coupe	Mustang Convertible
Frontal – Driver	★★★★	Not Yet Rated
Frontal – Passenger	★★★★★	Not Yet Rated
Side Barrier – Driver	★★★★	Not Yet Rated
Side Barrier – Passenger	★★★	Not Yet Rated
Side Pole – Driver	★★★★	Not Yet Rated
Rollover	★★★★★	★★★★★
Overall Rating	★★★★	Not Yet Rated

What Do the Stars Mean?

Frontal and Side-impact Tests

★★★★★ 5 stars = Injury risk for the vehicle is much less than average

★★★★ 4 stars = Injury risk for the vehicle is less than average to average

★★★ 3 stars = Injury risk for the vehicle is average to greater than average

Rollover Testing

★★★★★ 5 stars = Rollover risk for the vehicle is much less than average

A CLOSER LOOK: How NHTSA Determines a Vehicle's Rating

In all scenarios, the tests are designed to reproduce the most common real-life accidents. Instruments measure the force of the impact and how it transfers to the vehicle's occupants, and then compares similar vehicles' test results.

Frontal Crash Test

The frontal crash test simulates a head-on collision between two similar vehicles each moving at 35 mph. The test includes dummies to represent an average-size male in the driver's seat and a small female in the front-passenger seat.

Side-impact Tests

The side crash rating represents an intersection-type collision by having a 3015-lb. barrier that replicates the characteristics of the front end of a vehicle, moving at 38.5 mph into a standing vehicle. The test includes dummies to represent an average-size male in the driver's seat and a small female in the front passenger seat, as well as a small female in the driver-side second-row or rear seat.

A pole test, designed to simulate the broadside impact of a vehicle into a tree or telephone pole at 20 mph, is also conducted. The test includes a dummy to represent a small female in the driver's seat.

Rollover Ratings

Rollover ratings use mathematical formulas that consider the vehicle's geometric properties and the number of crash avoidance technologies to determine the likelihood of a rollover in certain conditions.

Crash Avoidance Technologies

When the tested vehicles also come standard with crash avoidance technologies, such as AdvanceTrac with RSC (Roll Stability Control), these technologies are listed and the information is posted online at **www.safercar.gov**.

Overall Vehicle Score

Frontal crash, side-impact and rollover ratings are combined and summarized into a single Overall Vehicle Score of one to five stars. These ratings are available online at **www.safercar.gov**.

(1) Star ratings are part of the U.S. Department of Transportation's **www.safercar.gov** program.

Crash Test Ratings cont'd

IIHS Ratings

The 2012 Mustang received the following ratings in each of the tests performed by the Insurance Institute for Highway Safety (IIHS). It is expected the 2013 Mustang will receive the same ratings.

Frontal Offset Test

- Vehicle impacts a fixed barrier at 40 mph
- Only 40 percent of the vehicle's front surface makes contact with the barrier

Side Impact Test

- A 3300-lb. barrier moving at 31 mph strikes the side of a stationary vehicle

Roof Strength Test

- A metal plate is pushed against the corner of the vehicle roof at constant speed
- The maximum force sustained by the roof before 5" of crush is measured, and then compared to the vehicle weight to determine a strength-to-weight ratio

Rear Impact Test

- Vehicle's front seat is mounted on a platform and accelerated forward
- This simulates the stationary vehicle being hit from behind and tests for whiplash injury

2012 Mustang IIHS Results	
IIHS Test	**Test Evaluation Result**
Frontal Offset	G Good
Side Impact – Coupe	A Acceptable
Side Impact – Convertible	G Good
Roof Strength	Not Tested
Rear Impact	G Good
Stability Control	Available(1)

(1) Mustang features standard AdvanceTrac electronic stability control.

2013 Mustang
Comfort/Convenience

Key Messages

- New instrument cluster with 4.2" LCD message center on V6 Premium and GT Premium includes MyColor backlighting and Track Apps that gives drivers instant performance metrics
- Optional RECARO® sport seats are now available on V6 and GT models and are renowned for their performance-specific bolsters and shoulder support
- Electronics Package includes voice-activated Navigation System, HD Radio™ and dual-zone automatic temperature control
- Hill start assist is now included with the 6-speed manual transmission and helps make starts easier when pulling away while on an incline
- Reverse Sensing System alerts drivers to stationary objects behind Mustang with an audible tone
- The rear view camera adds visual input while drivers are backing up, thanks to a camera within the rear spoiler, helping to make parking and maneuvering easier
- Reverse Sensing System & Security Package provide added driver confidence while Mustang is in Reverse or in Park

Driver Assistance Technologies

Integrated Blind Spot Exterior Mirrors

- Class-exclusive(1)
- Help keep the driver aware of vehicles entering their "blind zone"
- Include a secondary convex mirror integrated into the traditional exterior sideview mirror design to provide an optimized field of view for the driver's "blind zone"

Rear View Camera

- Provides added driver convenience when backing up and is especially useful when parallel parking
- System automatically engages when the vehicle is placed in Reverse
- Includes a camera located in the spoiler
- Video is shown on the Navigation System screen (if equipped) with an image providing vehicle centerline, rear bumper orientation and green, yellow and red trajectory lines to relate an object's proximity to the rear of the vehicle
- Video is shown in the rearview mirror for models not equipped with the Navigation System

Reverse Sensing System

- Helps make parking easier
- Alerts driver to certain objects behind the vehicle with an audible tone

Reverse Sensing System & Security Package

- Reverse Sensing System
- Active anti-theft system
- Wheel locking kit
- Optional on V6, V6 Premium, GT and GT Premium

Hill Start Assist

- Helps keep the vehicle from rolling backward, making it easier to pull away when on a slope or a hill with a grade greater than 5 degrees
- Activating the system is simple:
  - Press the brake to bring the vehicle to a complete standstill
  - Keep the brake pedal depressed
  - If the sensors detect that the vehicle is on a slope, hill start assist is automatically activated
- System utilizes an accelerometer to measure the slope and longitudinal incline and automatically operates when a slope of 5 degrees or more is calculated
- When hill start assist is activated, the brake pressure is held in the braking system and the vehicle remains stationary on the slope for up to two seconds after the driver releases the brake pedal
- The brakes are automatically released once the engine has developed sufficient power to prevent the vehicle from rolling down the slope
- Hill start assist will not operate when the parking brake is engaged
- Feature also works if the vehicle is in Reverse and facing downhill on an incline
- Standard on models equipped with manual transmission

NOTE: See the Glossary and Technology section in the Source Book Appendices or on ***eSourceBook*** for more information.

(1) Class is sports cars vs. 2011 competitors.

Mustang 2013
Comfort/Convenience

Exterior

Easy Fuel Capless Fuel Filler

- Class-exclusive(1)
- Fuel fill-ups are easier and quicker since there is no need for a fuel filler cap

NOTE: See the Glossary and Technology section in the Source Book Appendices or on ***e*SourceBook** for more information.

Tire Mobility Kit

- Used to inflate and seal small punctures due to road hazards
- Includes a portable compact air compressor and a can of tire sealant, if equipped

Interior

4.2" LCD Message Center

- New for 2013
- Standard on V6 Premium and GT Premium
- Provides information related to fuel economy and vehicle performance
- Accessed through 5-way, steering wheel-mounted control pad
- Track Apps delivers vehicle metrics
  - – g-forces
  - – Acceleration times
  - – Braking times
  - – Automatic and countdown starts

NOTE: See page 17–18 for details on Track Apps.

Storage

- Interior storage includes a lockable center floor console featuring handy storage for small items and dual cupholders
- Map pockets on the back of the driver and front passenger seats, while the door trim also has deep pockets for additional storage
- Large trunk in the Coupe provides 13.4 cu. ft. of storage space. Mustang Convertible models offer 9.6 cu. ft. of storage
- Decklid assist struts increase usable space by not intruding into the cargo area, unlike traditional decklid hinges that take up space or crush items when closed
- Sun visor storage provides space for concert tickets, parking passes, etc.

(1) Class is sports cars vs. 2011 competitors.

2013 Mustang
Comfort/Convenience

Interior cont'd

Glass Roof
- Class-exclusive(1)
- Adds the panoramic feel of a convertible while maintaining the legendary aggressive style and athletic stance of the Mustang Coupe
- Coupe styling is complemented while maintaining interior versatility and head room, at about half the price of the Convertible
- Constructed of laminated safety glass, which includes a thin layer of vinyl sandwiched between two pieces of glass to maintain excellent interior acoustics and quietness
- Tinted privacy glass helps maintain a climate-controlled environment and protect interior fabrics from the sun's ultraviolet (UV) rays
  - The UV protection is equivalent to an SPF 50 sunscreen rating
- Interior temperatures of a Mustang Coupe equipped with a glass roof vary by no more than 2 degrees F compared to a Coupe without the glass roof
- Manual roller blind sunshade offers a choice of additional protection from the sun or for increased privacy
- Optional on V6 Premium and GT Premium

Dual-zone Electronic Automatic Temperature Control
- A "set-and-forget" system
- Automatically maintains the preset temperature settings
- Allows the driver and front passenger to adjust individual temperature settings for personal preferences in a range between 60 and 90 degrees Fahrenheit
- Can also be controlled with the Navigation System touch screen or voice commands

Universal Garage Door Opener
- Operates up to three functions such as opening a security gate or garage door or turning on house lights
- Located on the driver's sun visor

Illuminated Visor Vanity Mirrors
- Mirror located on each sun visor
- Illuminated for nighttime use

Electrochromic Auto-dimming Rearview Mirror
- Automatically darkens the rearview mirror when an approaching vehicle's headlamps shine into the vehicle helping to reduce the glare of headlamps reflecting into the driver's eyes
- Standard on V6 Premium and GT Premium

Keyless Entry with Integrated Keyhead Transmitter
- Replaces the standard key and separate Remote Keyless Entry fob combination with a single integrated keyhead transmitter
- System operates all door locks and trunk and includes a panic button

ENGINEERING INSIGHT

Integrated Keyhead Transmitter

The integrated keyhead transmitter is designed so customers won't accidentally open the trunk or activate the panic alarm while inserting or removing the key from the ignition or their pocket. To avoid any confusion or unnecessary repair visits, review these features with your customers:
- The Lock/Unlock functions work the same as traditional Ford key fobs
- To activate the panic alarm, press and hold the button for 1.5 seconds or longer
- To open the trunk, push the trunk button twice
- To use the "car finder" feature, push the Lock button twice in 3 seconds
- Horn will chirp and the vehicle turn signals will flash once

For more details on the recommended handling of the integrated key fob, refer to the vehicle Owner Guide.

(1) Class is sports cars vs. 2011 competitors.

Mustang 2013
Comfort/Convenience

Seating

Spring-assisted Front Seat Backs
- Make getting in and out of the rear seat much easier
- Pulling a small lever at the top of the seat back — at the perfect height for someone standing next to the car — releases the front seat back
- The person folding the seat forward doesn't have to bend down to release the seat back
- Once seated, the same lever repositions the seat

Heated Driver and Front Passenger Seat Cushions
- Provide two settings for added comfort in cold weather

RECARO® Sport Seats
- Designed by SVT in cooperation with RECARO
- Thick side bolstering for enhanced lateral support in both cushion and seat back helps keep drivers firmly in place during cornering maneuvers
- Integrated head restraints designed specifically to accommodate helmets for both driver and front passenger
- Driver 4-way manual adjustment; passenger 2-way manual adjustment
- Available in cloth on V6 and GT and leather-trimmed on V6 Premium and GT Premium

Fold-down Rear-seat Head Restraints
- The rear head restraints can be rotated forward to improve rear visibility when there are no rear-seat passengers
- To fold the restraint:
  - Properly adjust the restraint to the full upright position
  - Press the button on the inside of the restraint, and rotate it forward
  - Return the restraint to the original position if a rear-seat passenger will be using the seat

Split-fold Rear Seat Backs
- Offer extra cargo utility by allowing one seat back to be folded flat
- Help accommodate longer cargo, such as skis, while still providing ample room for a rear-seat passenger
- Coupe models only, fixed rear seat back on Convertible

Packages

Comfort Package (Premium)
- Driver and front passenger heated seats
- 6-way power passenger seat
- Heated exterior mirrors with Pony projection lights
- Optional on V6 Premium and GT Premium

Tech Package
- SYNC with SYNC Services
- Fog lamps (V6 only)
- 6-way power driver seat
- Electrochromic auto-dimming rearview mirror
- Available on V6 and GT models

Electronics Package
- Voice-activated Navigation System with SiriusXM Travel Link and SiriusXM Traffic
- Dual-zone electronic automatic temperature control
- HD Radio™
- Optional on V6 Premium and GT Premium

2013 Mustang
Comfort/Convenience

SYNC Technology

Key Features

- Fully integrated, voice-activated in-vehicle communications and entertainment system for Bluetooth®(1)-enabled mobile phones
- Voice-activated hands-free calling(2)
- Voice-activated control of most MP3-style media players
- **AppLink**
  - Provides control of certain smartphone applications using SYNC voice commands
  - Connect to apps like Pandora® Internet radio and more with your iPhone®(3), BlackBerry® or Android™(4) platform mobile phones
  - More detailed user instructions, application connectivity differences and FAQs can be found by going to syncmyride.com

SYNC Services

SYNC Services builds on the capabilities of SYNC and upgrades this technology to include features like:

- **Traffic, Directions and Information**
  - Provides simple voice-command access to traffic reports, turn-by-turn driving directions,(5) business listings, sports scores, weather forecasts, horoscopes and news
  - Also includes SYNC Destinations app and Send to SYNC functionality that allows the customer to download directions from Google Maps™(6) or MapQuest®(7) to their phone and then have the directions accessed by SYNC once in their vehicle
  - Includes a complimentary 3-year subscription
- **Live Operator Assist**
  - Available during business or directions searches, and offers users another hands-free convenience to remain connected
  - During a business or directions search from the automated system, the new Operator Assist feature will put the user in touch with a live operator
  - The feature engages in two ways:
    - After three failed attempts to locate what the user is requesting
    - By saying "Operator" at any time during the search
  - Once connected, an operator will assist in locating the requested information
  - After the location is found, the operator returns the call back to the automated system
  - The user will then be presented with options to connect to the business, receive a text message with the listing information or receive directions
  - Customers can monitor their remaining Operator Assist sessions and purchase more sessions by logging on to syncmyride.com/support
- For more information, log on to **syncmyride.com**

SYNC Microphone

- SYNC microphone, located in the headliner close to the driver, is designed to better recognize voice commands
- Microphone not located in electrochromic mirror
- Allows customers to have SYNC without the need for the electrochromic mirror

NOTE: See the Glossary and Technology section in the Source Book Appendices or on ***e*SourceBook** for more information.

MAKE THE POINT: syncmyride.com

Before your customer leaves the dealership, help them set up their owner account at **syncmyride.com**. This will help ensure their satisfaction with SYNC, their new vehicle, you and your dealership. **Syncmyride.com** is the one-stop site for owner information and support, updates and customizations, compatibility information for mobile phones and media players, and easy-to-use videos to help your customer become familiar with all that SYNC can do.

(1) The Bluetooth word mark is a trademark of the Bluetooth SIG, Inc.
(2) Driving while distracted can result in loss of vehicle control. Only use SYNC and other devices, even with voice commands, when it's safe to do so.
(3) iPhone is a registered trademark of Apple Inc. All rights reserved.
(4) Android is a trademark of Google Inc. Use of this trademark is subject to Google Permissions.
(5) Traffic alerts and turn-by-turn directions available in select markets. Standard text messaging data rates may apply.
(6) Google Maps is a trademark of Google, Inc.
(7) MapQuest is a trademark of AOL, Inc.
NOTE: Not all SYNC features will be compatible with all mobile phones. Features like ringtone support and audible text messages may not work with certain mobile phones.

Audio

Premium Single-CD with MP3 Capability

- 4 full-range speakers
- 160 watts of peak power
- Plays MP3 discs (up to 255 songs per disc) in flat mode or folder mode
- **Speed-Compensated Volume (SCV)**
  - Compensates for changing ambient noise levels by adjusting the volume of the radio according to the vehicle's speed signal
  - Allows 7 volume adjustment levels
  - Adjustable through the menu
- **Compression** allows the audio dynamic range to be compressed so quieter music is boosted and louder music is lowered to compensate for ambient noise level when enabled during CD mode
- **Repeat,** when enabled in CD mode, continuously plays the selected track until deactivated
- **Shuffle** plays CD/MP3 tracks in random order
- **Folder** button allows access to the MP3 folder

Shaker™ System

Includes or replaces features of single-CD with MP3 capability plus:

- 8 speakers
  - One 1" tweeter in each door
  - One 5.5" x 7.5" midrange speaker in each door
  - Two 8" subwoofers in trunk
  - Two full-range speakers in back
  - Two amplifiers mounted in instrument panel
- 370 watts of power
- **Folder/track mode** allows the audio system to play and seek through disc tracks with or without folder option (available with MP3 discs only)
- **RDBS (Radio Data Broadcast System)** functions, when selected, allow the following:
  - Only for FM radio stations supporting RDBS capability
  - Radio station call letters appear on radio display
  - Type of music format appears on radio display
  - Search for type of music format
  - Traffic information broadcasts
- **Occupancy setting** allows for one of three vehicle acoustic settings to be chosen

Shaker Pro System

Includes or replaces features of the Shaker System plus:

- Enhanced bass performance
- 10 speakers
  - One 1" tweeter in each door
  - One 5.5" x 7.5" midrange speaker in each door
  - One 8" subwoofer in each door
  - Two full-range speakers in back
  - Two 10" subwoofers in trunk
  - Two subwoofer amplifiers mounted in instrument panel
  - Four subwoofer amplifiers mounted in the trunk panel
- 550 watts of power

MP3 Capability

- MP3 reads song title and artist from ID3 tags
- MP3 scroll directory without interrupting played files
- MP3 format can play CDs created on a personal computer and can hold up to 10 hours of music on a single disc
- Supports 253 titles per folder disc

Auxiliary Audio Input Jack

- Standard with all audio systems
- Allows the use of portable MP3 players
- Vehicle audio system will not control the functions of the MP3 player

MAKE THE POINT:
Auxiliary Audio Input Jack

All Mustang audio systems include an auxiliary input jack that allows a portable MP3 player to be connected and played through the vehicle speakers. The jack is located in the floor console next to the auxiliary powerpoint.

For More Audio Information

- Audio availability: See the latest Dealer Ordering Guide
- Operating information: See the vehicle Owner Guide

2013 Mustang
Comfort/Convenience

Audio cont'd

HD Radio™

What It Is

- Class-exclusive(1)
- HD Radio(2) Technology is your local AM and FM stations, now broadcasting in digital
- HD Radio offers new extra local FM channels, crystal-clear sound, more music, news and sports — all subscription free
- Nearly 2,000 AM and FM stations across the nation currently broadcast with HD Radio Technology

What HD Radio Is Not

- HD Radio is not satellite or "high-definition" radio
- HD Radio signals are local programming and have signal strength limitations

How It Works

- HD Radio Technology products work the same way as conventional radio, with a signal broadcast by a station and received by consumers in a specific area
- However, instead of sending one analog signal, HD Radio stations send a bundled signal made up of both analog and digital signals
- The digital signal is compressed, and when received by an HD Radio receiver, the signal is decoded into as many as three separate channels, each with unique programming, including additional or alternative format music, news, traffic and sports
- Because the signal is digital, sound quality is significantly superior to traditional radio, virtually eliminating buzzing, static and popping

Key Benefits

- Customers will enjoy an enhanced audio experience
- Some HD Radio attributes include:
  - Crystal-clear static-free reception
  - FM broadcast with CD-like quality
  - AM broadcast quality approaching current FM broadcast quality
  - HD2/HD3 channels featuring innovative content/alternative station programming
  - Data displayed on-screen such as song, artist, breaking news, weather alerts, sports scores and much more

SiriusXM Satellite Radio

- Preactivated at the factory and compatible with MP3-capable audio systems
- Includes 6 months of SiriusXM service subject to geographic location and availability(3)
- SiriusXM Satellite Radio is accessed using existing radio head controls
  - Press and release **SIRIUS** button to enter satellite radio mode
  - **Seek/Scan** buttons are used to change channels
- Key benefits include:
  - Over 130 channels of the best music, talk, news, sports and information (65 music channels)
  - 100 percent commercial-free music
  - Seamless coverage anywhere in the 48 contiguous states and Washington, D.C.
- More information is available online at siriusxm.com or toll-free at (866) 635-2349

SiriusXM™
SATELLITE RADIO

(1) Class is sports cars vs. 2011 competitors.
(2) HD Radio is a proprietary trademark of iBiquity Digital Corp.
(3) ***Subscriptions to all SiriusXM services are sold by SiriusXM after 6-month trial expires. Subscriptions are governed by SiriusXM Customer Agreement; see* www.siriusxm.com.** Sirius U.S. Satellite Service available in the 48 contiguous U.S.A. and D.C. Sirius, XM and all related marks and logos are trademarks of SiriusXM Radio Inc.

Navigation

Voice-Activated Navigation System with SiriusXM Traffic, SiriusXM Travel Link and HD Radio™ Capability

- Includes Shaker™ audio system with **class-exclusive**(1) **HD Radio capability**
- **Voice activation** recognizes certain voice commands to operate the system hands-free
- **8" LCD touch screen** operates navigation and audio functions
- Integrated climate control functions include voice activation for temperature and fan speed
- Includes **rear view camera display**
- Traffic and weather information, fuel pricing, sports updates and movie listings provided by SiriusXM Travel Link
- **Bird's-eye map** provides a "3D" view of route, landmarks and Points of Interest (POI)
- Hard-drive-based system includes 10 GB of storage for music and photos
- **Music Jukebox** capability allows for storage and access to around 2,400 songs (at 4 minutes per song)
  - Browse the music library via the touch screen or by voice recognition
  - Music can be sorted by playlists
- Upload photos to the home screen
- **Park and Play Mode** allows DVDs to be played while vehicle is in Park
- **Destination selection** search methods include
  - Street address
  - Increased Points of Interest (POIs) including retail
  - Freeway entrance/exit search
  - Previous destination
- **Route Guidance** with turn-by-turn voice directions
  - Street name announcements
  - Freeway exit, turn and ramp transition lane guidance
  - Speed limit display on freeways
- Supports North American English, Canadian French and Mexican Spanish
- **Help menu** for basic operation, driving restrictions and navigation DVD
- **Automatic rerouting** recalculates a new route if a turn is missed
- **Emergency** button provides nearest emergency facility to choose as a destination (hospital or police)
- **Valet Lockout Mode** disables operation of the navigation and audio systems
- **Address book** saves the most frequently used destinations for quick and easy routing

SiriusXM Traffic and SiriusXM Travel Link Services

- 6-month complimentary subscription subject to geographic location and availability included with Navigation System(2)
- **Traffic info**
  - Provides incident, speed and flow information for 80 major cities in the continental U.S.
  - Updates every 2.5 minutes
  - View graphical overlay of incidents
  - Route recalculation based on traffic data
- **Weather info**
  - Provides current weather and 5-day forecast reports that are updated every 5 minutes
  - Current conditions update every 30 minutes
  - Region of interest can be defined by customer
- **Fuel pricing** for over 120,000 gas stations
  - Search for pricing en route or based on current location
  - Displays pricing for regular, mid-grade and premium when available
- **Sports updates** and movie listings
  - Score summaries and schedules for major sports
  - Updates every 5 minutes
  - User can personalize for favorite teams
- **Movie listings** for over 4,500 theaters, including times, movie summary and directions to the theater
- More information is available online at siriusxm.com or toll-free at (866) 635-2349

(1) Class is sports cars vs. 2011 competitors.
(2) ***SiriusXM Satellite Radio, Traffic and Travel Link subscriptions sold separately or as a package after trial expires. SiriusXM Traffic and Travel Link service available in select markets. Subscriptions are governed by SiriusXM Customer Agreement; see*** **www.siriusxm.com.** Sirius U.S. Satellite Service available in the 48 contiguous U.S.A. and D.C. Sirius, XM and all related marks and logos are trademarks of SiriusXM Radio Inc.

2013 Mustang
Quality/Reliability/Durability

Key Messages

- Mustang undergoes extreme climate and endurance testing to help provide design engineers with critical performance insights in a multitude of conditions
- Convertible models include additional struts, braces and crossmembers to help reinforce torsional rigidity
- Intelligent Oil-Life Monitor calculates oil change intervals based on vehicle use and operating conditions instead of mileage-only statistics, helping owners minimize unnecessary oil changes
- One-piece instrument panel helps provide a tighter fit and finish by minimizing potential fastener pressure points
- 24-Hour Roadside Assistance is available for the first 5 years or 60,000 miles, whichever comes first

NVH Features

All Mustang Models

- Engine-side dash absorber
- Sealing between the doors and the lower rocker panels
- Rear-wheel arch liner helps reduce road noise on gravel roads and in the rain

Mustang Convertible

- Strut brace standard on all Convertibles
- Stiff "V-brace" with gussets
- Stiff #2 crossmember
- Front "Z-brace" connecting to the #1 and #2 crossmembers
- A-pillar stiffening foam

Quality and Durability

Intelligent Oil-Life Monitor

- An advanced system that calculates the oil change service interval based on actual vehicle use and operating conditions – up to one year or 10,000 miles
- Conditions that could accelerate an oil change interval include towing, short-distance driving and driving in extreme temperatures
- When ENGINE OIL CHANGE DUE or OIL CHANGE REQUIRED appears in the message center display, it's time for an oil change
- The oil change must be done within two weeks or 500 miles of the ENGINE OIL CHANGE DUE or OIL CHANGE REQUIRED message appearing
- The Intelligent Oil-life Monitor must be reset after each oil change

5.0L Ti-VCT V8 Engine Durability

- Main bearing bulkhead widths and nodular iron cross-bolted main bearing caps help ensure durability under the most extreme use
- Deep-sump oil pan capacity is 8 quarts (with oil filter)

One-piece Instrument Panel

- Designed to help reduce squeaks and rattles and has tight fit and finish
- Provides an overall sense of build quality and attention to detail

Quality and Durability cont'd

ENGINEERING INSIGHT

Durability Testing

Mustang is sold in a multitude of countries. That's one reason it's tested at the extremes of climate and endurance — from corrosion testing with Arizona salt spray booths to snow ingestion testing in Minnesota. Additional testing includes:

- Water spray jets that seek out water leaks and water ingestion testing that measures the engine's ability to resist stalling in extreme situations
- Selected vehicles coming off the assembly line go through a comprehensive 30-mile test-drive, including a water test and a review of sheet metal, paint, interior trim and functional items
- Hill-climb test includes a 20 percent test grade for 30 feet. More severe testing runs the vehicle on a 30 percent incline for 36 feet. In comparison, the grade standard for highways is 6 percent. In naturally occurring terrain, even the steepest of ski slopes is about a 37 percent incline
- The chuckhole testing road is 240 feet long, with potholes varying in shape and depth from 1 to 4 inches. Holes are strategically placed 20 feet apart and run 90 degrees to the direction of travel — much worse than a typical commute

Warranties

New Vehicle Limited Warranties

- 3-year/36,000-mile Bumper-to-Bumper; no deductible
- 5-year/60,000-mile Powertrain Limited Warranty
- 5-year/unlimited-mileage Corrosion Perforation
- 5-year/60,000-mile Safety Restraint Warranty
- Refer to the vehicle Warranty Guide for details about what is covered and limitations of the New Vehicle Limited Warranty

Powertrain Limited Warranty

- Powertrain Limited Warranty for Ford vehicles is 5 years or 60,000 miles, whichever comes first
- That's an additional 2 years/24,000 miles of coverage beyond the Bumper-to-Bumper coverage for components such as the engine, transmission and front- or rear-wheel-drive parts

NOTE: See **www.motorcraftservice.com** for a link to a printable PDF of the Warranty Guide.

24-Hour Roadside Assistance

- Toll-free number (1-800-241-3673) operational 24 hours a day, every day
- Some of the services that customers can request include flat tire change, towing to the nearest Ford dealership, fuel delivery, jump starts and lock-out assistance

NOTE: See **www.motorcraftservice.com** for a link to a printable PDF of the Warranty Guide.

2013 Mustang
Design/Styling

Key Messages

- Exterior style updates build on the Mustang heritage and help redefine its future with a new, aggressive front-end design; light-emitting diode (LED) accents are incorporated into the headlamp assembly and make up the iconic 3-bar-style taillamps; plus there's a great selection of redesigned wheels
- In homage to the 1970 Boss 302, the 2013 version gets a new, reflective "hockey stick" graphics package. The stripe goes over the fender and extends down the body panel
- Leguna Seca features School Bus Yellow paint and Sterling Gray accents; a modern interpretation honors Parnelli Jones' 1970 Trans Am championship car prepared by Bud Moore
- Functional heat extractors are built into the GT hood to help remove heat from the engine compartment and cool the engine
- Pony projection lights within the exterior rearview mirrors cast the image of the Pony emblem on the ground when the unlock button is activated

New for 2013

Exterior

- Aggressive, more prominent grille
- Front splitter
- Functional heat extractors on GT hood (designed to help move hot air out of the engine compartment)
- Body-color rocker panels
- High-gloss black panel connects new smoked-appearance taillamps
- HID headlamps
- LED bars accentuate headlamps
- 3 LED ropes form the iconic 3-bar rear lights
- Pony projection lights within the exterior rearview mirrors cast the image of the Pony emblem on the ground when the unlock button is activated
- Redesigned 17- to 19-inch wheels
- Exterior colors added
  - – Gotta Have It Green Metallic Tri-coat (HD)
  - – Deep Impact Blue (J4)
- Laguna Seca models include Sterling Gray accents on wheels, grille, mirror caps, side "hockey stick" stripes, logo and spoiler

Interior

- Now optional on all models: Charcoal Black leather-trimmed or cloth RECARO® seats
- Upgraded shifter features more modern style and improved accessibility
- Leather-wrapped steering wheel with speed and audio controls (standard on all models)
- Leguna Seca models include Sterling Gray accents on RECARO cloth sport bucket seats and rear compartment cross-car X-brace
- MyColor allows owners to mix and match instrument panel lighting along with ambient lighting for up to 125 different color combinations

Mustang 2013
Design/Styling

Exterior

Classic Pony Car Styling Cues

- Mustang appears in motion even when sitting still, with a close-coupled greenhouse, strong shoulders and aggressive wheel flares — all adding to its powerful appearance
- Long hood and short rear deck, combined with the front wheels pushed forward, give it an unmistakable stance
- GT features all-new hood-mounted heat extractors that define the power dome design
- Mustang has a clean, all-business look about it. The C-scoop's angled, hard-creased appearance behind the door cut gives a look of precise, technical integration. This theme is reinforced by a soft body crease that runs through the fuel filler cap door
- GT models feature dual circular fog lamps that look similar to the 1967–1968 models that inspired them

Exterior — Up Front

Muscular Appearance

- Provides an aggressive stance and strong presence on the road

Forward-leaning Grille

- Expresses power and performance
- Distinctive appearance for V6 and GT models
- GT models include integrated twin fog lamps

Mustang Pony

- Gallops proudly in the center of the grille
- Chiseled and defined — looking like a horse in the wild
- V6 and GT models feature a chrome Pony

Slim Headlamp Design

- Includes integrated turn signals for an aggressive appearance
- GT models include a dark bezel for a stealth-like appearance

High-intensity Discharge (HID) Headlamps

- Emit approximately 2.5 times as much light as conventional halogen bulbs
- HID lighting systems use a special quartz bulb with no filament that generates an intense, bluish-white light
- Typically last up to three times longer than halogen headlamps (3,000 hours versus 1,000 hours of continuous operation, which is equivalent to 5 to 10 years of normal driving)
- Light-emitting diode (LED) bars help accentuate the headlamp assembly

Front Fascia

- Is bold and muscular
- Includes a lower splitter for aerodynamic efficiency

Power Dome Hood

- Accentuates the classic long hood design
- Lets others know Mustang packs a performance punch

2013 Mustang
Design/Styling

Exterior — Along the Side

Wheel Arches
- Are sculpted into the fenders and quarter panels
- Emphasize the wheel designs and give a sense of strength and performance-ready attitude

Aluminum Wheel Lineup
- Distinct appearances for all models
- Updated lineup for 2013 includes 12 different selections that highlight the Mustang exterior

Swept Beltline
- Flows into the muscular haunch
- Provides a sense of motion, style and strength

Short-drop Side Glass
- Side windows automatically "short-drop" when the door is opened and raise back up once the door is closed
- "Short-dropping" the glass makes opening and closing the door easier by depressurizing the cabin until the door is closed

Rear Quarter Window
- A modern interpretation of a classic Mustang tradition

Smooth Fuel Door
- Removes the lip for a sleek appearance
- Utilizes "push-to-open" functionality

Exterior — At the Rear

Decklid and Rear Spoiler Designs
- Are clean and enhance Mustang's classic long hood, short deck muscle-car appearance
- Remote-actuated decklid release allowed the design team to remove the keyhole from the gas cap badge
- Larger rear spoiler design on models with rear view camera

Sequential Light-emitting Diode (LED) Tri-bar Turn Signals
- Three LED ropes form the iconic 3-bar rear taillamp assembly
- LED lamps illuminate faster and last longer than traditional reflector-bulb designs

Model Differentiation — At a Glance

V6 Design Highlights

- Grille with chrome Pony badge and chrome surround
- Standard 17" aluminum wheels
  - – Painted on V6
  - – Machined with painted pockets on V6 Premium
- Body-color rocker panels create a sleek, cleaner exterior
- Exterior mirror caps
  - – Black on V6
  - – Body-color on V6 Premium
- Sequential light-emitting diode (LED) tri-bar turn signals bring a jeweled appearance to the rear styling
- Rear fascia with dual exhaust
- Mustang Club of America Edition
- V6 Exterior Sport Appearance Package
- V6 Pony Package
- See page 44 for more package information

GT Design Highlights

- Grille with chrome Pony badge and dual circular fog lamps
- Functional hood-mounted heat extractors
- Front fascia with divided front splitter
- Body-color exterior mirror caps
- 18" Sparkle Silver painted aluminum wheels
- California Special Edition
  - – See page 44 for more information
- Dual 3.5" exhaust outlets
- Decklid spoiler

Boss 302 Design Highlights

- 19" black painted aluminum wheels
- Sterling Gray reflective “hockey stick” stripes with Boss 302 logo
- Black decklid spoiler
- Boss 302-specific interior theme
- Diffuser-style rear lower fascia
- Grille with blocked-off fog lamp openings
- Modified front fascia with aggressive lower splitter
- Laguna Seca Package
- See page 45 for more information

2013 Mustang
Design/Styling

Interior

One-piece Instrument Panel
- Takes Mustang's heritage design to a new level
- Features a double-brow design with soft-touch surfaces and high levels of fit and finish
- Exhaust-influenced air registers are trimmed in bright chrome
- "Dog-bone" instrument panel inserts are trimmed in genuine aluminum

Three-spoke Steering Wheel
- Includes black center hub and stamped aluminum Pony badge
- Genuine aluminum spokes
- Leather-wrapped
- Ergonomic audio controls

4.2" LCD Message Center
- V6 Premium and GT Premium
- With Track Apps, the updated instrument cluster delivers vehicle metrics such as g-forces, acceleration times, and more
- Accessed through a 5-way navigation button on the steering wheel

Door Trim Panels
- Armrest design is in parallel with the flow-through center console for improved passenger comfort
- Map pockets are illuminated when Mustang is equipped with ambient lighting
- Door panel inserts are matched to interior trim choice

Center Stack Design
- Sweeps down from the one-piece instrument panel and into the flow-through center console
- Places audio and climate controls in easy reach of the driver and front passenger

Flow-through Center Console
- Forms the "backbone" of the cockpit interior
- Includes two deep cupholders with flip covers
- Lockable storage bin
- Designed for driver comfort with an unobstructed surface for shifting

Interior cont'd

MyColor

- Includes instrument cluster Halo feature
  - Illuminates an outer ring of the speedometer and tachometer
  - Halo can be set to match the gauge color, or in a different color for a unique appearance
- Offers three storable custom color settings in addition to the seven factory preset colors
  - Blue
  - Green
  - Ice Blue
  - Orange
  - Red
  - Purple
  - White
- Customer can mix up to 125 custom colors and save their three favorites (MyColor 1, MyColor 2 and MyColor 3) via programming in the message center
- Standard on V6 Premium and GT Premium

Ambient Lighting

- Ambient lighting is programmed via the message center
- Shares color compatibility with MyColor
  - Customer can choose from the seven factory preset colors or program and save up to three favorites from the 125 available color choices
  - Ambient lighting can be matched to the MyColor choices for the instrument cluster and Halo settings, or programmed in a different color for a unique appearance
- Lighting now included in the door sill plates and door map pockets in addition to the cupholders and footwells
- Ambient lighting locations also serve as courtesy lighting when either door is opened

Shifter Knobs

- Mustang has four manual transmission shifter knob choices
- V6 and GT base arrays feature a urethane shift knob with satin trim
- V6 and GT Premium arrays feature a leather-wrapped shift knob with satin trim
- GT Premium models with the Premier Trim with Color Accent Package get a machined aluminum shifter ball
- Boss 302 is standard with a black "cue ball" style shifter ball

MAKE THE POINT: MyColor

The "cool factor" of MyColor isn't fully appreciated until customers see it for themselves. Understanding how to program and present MyColor on a demonstration drive will only help further differentiate Mustang from the competition and wow the customer. MyColor basic programming:

- Turn on the parking lamps or headlamps while the vehicle is parked, and the key is in the ON position
- Access the lighting options through the message center
  - Lighting locations (instrument cluster, Halo and ambient interior lighting) and color menus are accessed via the message center control buttons below the headlamp switch
- Push the SETUP button repeatedly until MyColor 1 is displayed
- Push and hold the RESET button for three seconds to enter the MyColor adjust mode
  - The display will show R:1 G:1 B:1 (there are five levels for each color)
- Use the SETUP button to select the color you wish to adjust, either Red, Green or Blue
- Use the RESET button to adjust the levels of the three colors: R-Red, G-Green, B-Blue. You will see the number next to the color change as you press the RESET button. Example: R:2 G:4 B:3
- Once you have the color set to where you want it, press the SETUP button until HOLD RESET TO SET MYCOLOR1 is displayed
- Press and hold RESET for three seconds
- The custom MyColor is now saved as MyColor1

2013 Mustang
Design/Styling

Make It My Mustang Packages

Mustang Club of America Special Edition
- Included in V6 Premium Equipment Group 203A
- 18" Sterling Gray Metallic painted aluminum wheels
- Automatic headlamps
- Dark Stainless painted billet grille with Tri-bar Pony badge
- Fog lamps located in the lower fascia
- Premium carpeted floor mats with embroidered Pony logo
- Decklid spoiler
- Side tape stripe

V6 Pony Package
- Included in V6 Premium Equipment Group 202A
- 18" polished aluminum wheels
- Automatic headlamps
- Body-color exterior mirror caps
- Chrome Pony fender badge
- Fog lamps located in the lower fascia
- Lower bodyside "Mustang" tape stripe
- Premium carpeted floor mats with embroidered Pony logo
- Decklid spoiler
- Unique grille with chrome Pony and Spears

California Special Edition
- Included in GT Premium Equipment Group 402A
- 19" black painted machined aluminum wheels
- Unique door panel inserts with bright Pony badge
- Black upper and lower billet grille with tri-bar Pony badge and body-color surround
- Decklid badge with California Special gas cap medallion
- Decklid tape appliqué between the taillamps
- Lower fascia with fog lamps and air splitter
- Premium carpeted floor mats with embroidered logo
- Decklid pedestal spoiler
- Rear lower fascia "air diffuser" insert
- Unique front and rear leather-trimmed seats with Miko® suede inserts and GT/CS logo
- Side scoops
- Black hood vents
- Unique instrument panel finish panel

Premier Trim with Color Accent Package
- Included in GT Premium Equipment Group 401A
- Charcoal Black interior environment
- Color-accented leather-trimmed seats with contrast stitching
- Color-accented door panel inserts with a bright chrome Pony badge
- Dark aluminum instrument panel trim
- Leather-wrapped steering wheel with contrast stitching
  - – Brick Red interior trim includes Brick Red leather-wrapped steering wheel

V6 Exterior Sport Appearance Package
- Included in Equipment Group 101A and 201A
- Lower bodyside "Mustang" tape stripe
- Rear decklid spoiler

Mustang Boss 302

Exterior Features

- 19" black painted aluminum wheels
  - 19" x 9" front/19" x 9.5" rear
  - Pirelli PZero™ max-performance summer compound tires(1)
- Sterling Gray reflective hockey stick stripes with Boss 302 logo
- Black decklid spoiler
- Diffuser-style rear lower fascia
- Grille with blocked-off fog lamp opening
- Modified front fascia with aggressive lower air splitter

Exterior Colors

- Black (501A only)
- Gotta Have It Green Metallic Tri-coat(2)
- Grabber Blue
- Performance White
- Race Red
- School Bus Yellow — a Boss 302 exclusive

Interior Features

- Alcantera® suede-wrapped Boss steering wheel
- Black "cue ball" style shifter handle
- Dark metallic aluminum instrument panel trim
- "Powered by Ford" door sill plates

Laguna Seca Package

- Included in Equipment Group 501A

Exterior Design/Styling

- Lightweight Laguna Seca specific front air splitter(3)
- Front brake cooling ducts (installation required)
- Sterling Gray painted accents
  - Mirror caps
  - Pedestal rear decklid spoiler
  - Gray reflective hockey stick side stripes with Boss 302 logo
- Wheels, Sterling Gray painted machined aluminum wheels 19" x 9" front/19" x 10" rear

Interior Design/Styling

- RECARO® cloth sport bucket seats trimmed with Miko® suede and Gray embroidered Boss 302 logo
- Rear seat delete
- Rear compartment cross-car X-brace, painted Sterling Gray

Performance Features

- Pirelli PZero™ Corsa Competition R-compound summer dry-weather-only tires(1)
- Suspension tuning and steering calibrations specific to the Laguna Seca
- TORSEN® torque-sensing helical limited-slip rear differential with 3.73:1 gear ratio

(1) Ford does not recommend using summer tires when temperatures drop to approximately 40ºF or below (depending on tire wear and environmental conditions) or in snow/ice conditions. If the vehicle must be driven in these conditions, Ford recommends using all-season or snow tires.
(2) Extra-cost option.
(3) Front air splitter included in the Laguna Seca Package is intended for race track use only and is not legal for on-street driving. May degrade crash performance and void vehicle warranty. Must be installed by customer.

2013 Mustang
Design/Styling

Mustang Boss 302 cont'd

ENGINEERING INSIGHT

Aerodynamics — Form Follows Function

Much of the exterior differentiation of the Boss 302 and the Laguna Seca Package is subtle, but it all has purpose. Each feature has a function — all working in harmony to improve aerodynamic efficiency and overall vehicle balance. The Boss 302 and Laguna Seca deliver outstanding performance capability while maintaining excellent stability. Here's how:

Lower Fascia Front Air Splitter(1)

The lower splitter is a design proven on the Boss 302R race car. While it might not look like much, the splitter efficiently manages air under and around the front of the car, accomplishing multiple tasks:

- Reduces aerodynamic lift, helping to keep the front suspension "planted" and delivering a feeling of stability, especially at higher speeds
- Reduces underbody aerodynamic drag, helping to maximize fuel efficiency
- Forces air through the Boss 302-specific cooling system

At the Rear

- The shape of the rear spoiler enhances overall vehicle aerodynamic balance, delivering the right amount of downforce without a high penalty in aerodynamic drag
- The lower rear fascia includes diffuser vanes to help underbody air efficiently escape, again helping to reduce overall aerodynamic drag, and help improve overall chassis grip and stability by increasing aerodynamic downforce

(1) Front air splitter included in the Laguna Seca Package is intended for race track use only and is not legal for on-street driving. May degrade crash performance and void vehicle warranty. Must be installed by customer.

Convertible Features

Mustang Convertible Platform

- Chassis torsional rigidity is more than 100 percent stiffer than previous generation. Torsional rigidity is a measure of chassis resistance to twisting forces
- Current Convertible takes just over 6000 pounds of twisting force to deflect the chassis one degree
- Previous generation chassis would deflect one degree with slightly more than 3000 pounds of force
- A stiff, rigid chassis requires fewer reinforcements
  - Less additional bracing helps reduce vehicle weight
  - Less overall vehicle weight helps add to acceleration, braking and handling performance

Convertible Top

- Features a "floating" five-bow design
- Z-fold construction "stacks" itself neatly as the top retracts
- Provides a more finished, tidy top-down appearance
- Can be raised or lowered in less than 13 seconds
- Two handles along windshield header are used to secure the top

Convertible Top Colors

- Black and Stone vinyl
- Black cloth (GT Premium only)
- Top color choice depends on body color and interior color

Glass Rear Window

- Includes rear defrost to help clear frost and snow from the rear window
- Glass will not discolor, scratch or stain like plastic

Leak-free — Every Time

- Rigorous design, development and manufacturing process used to achieve zero water leaks into interior or luggage compartment
- Design features, such as robotic sealer application, short-drop door glass for improved glass-to-seal penetration, double seals for redundancy and floating five-bow top assembly for optimum fit of top to vehicle, ensure weathertight sealing
- Every vehicle subjected to a stringent water leak verification test at the assembly plant

Convertible Soft Boot

- Available only in Black
- Helps protect the top once it is fully retracted and provide a finished appearance

Header-mounted Dome Lights

- Provided in precisely the same arrangement as in the Coupe
- Convertible adds a switch to control the power top

Fixed Rear Seat Backs

- Allow secure storage of the convertible top
- 50/50 split-fold seat backs are not available

Trunk Space

- Mustang Convertible provides 9.6 cubic feet of cargo capacity

2013 Mustang
Design/Styling

Convertible Features cont'd

Step-by-Step: Convertible Top

Lowering the Top

1. Bring the car to a stop and set the parking brake. It's recommended the engine be running to avoid draining the battery. If the engine is off, place the ignition in the ON position.
2. Check the top's storage compartment behind the rear seat to ensure it's empty; then check the top's outer surface to ensure it's dry and free of leaves and debris.
3. Unclamp the top from the windshield header at the right and left sides by pulling each handle down and to the rear until the handle clears the header. (The handles are flush with the header when closed.)
4. If the top hasn't been lowered for some time, gently push the front edge up to make sure it isn't sticking to the header. If it is sticking, this will usually free it.
5. The convertible top switch is located in the overhead console. Push and hold it until the windows are completely down and the top completely stored.
6. Disengage the parking brake.

Raising the Top

1. Bring the car to a complete stop, set the parking brake and leave the engine running to avoid draining the battery. Engage the parking brake. If the engine is off, turn the ignition to the ON position.
2. Push and hold the convertible top switch until the windows lower completely (if up) and the top unfolds and moves forward toward the windshield header.
3. Release the convertible top switch to open both handles before the top meets the windshield header.
4. Continue to use the switch to raise the top until it has reached the fully closed position, flush with the header.
5. Two pins under the forward top edge should seat themselves in the matching header holes.
6. To fasten the handles securely, rotate them into the top's header until they reach the full forward position, and then push them up to be flush with the header. Pulling down on the header at the center grip will usually make it easier to fasten the top.
7. Raise the side windows.
8. Disengage the parking brake.

MAKE THE POINT: Torsional Rigidity

A simple way to explain torsional rigidity to your customers is to use a shoebox analogy. A shoebox with the lid on top is not easy to twist or bend. This is like a hardtop coupe or sedan. But when you take the lid off, the shoebox becomes flimsy. It is easy to twist or bend it. In the same way, a convertible loses some torsional rigidity when you take the top off. But when you put the lid on the bottom of the shoebox, it regains some of the stiffness it had before. In a similar way, Mustang Convertible engineers used firmer body joints and rocker panels to add stiffness without extra weight.

ENGINEERING INSIGHT

Lean and Mean

Mustang engineers designed body joints and rocker panels that give the Convertible outstanding stiffness without adding extra braces that would have added weight and cost. An additional benefit is a quiet and smooth ride. Because the Convertible models are similar in weight to the Coupe, suspension engineers made only subtle changes in the suspension tuning and geometry. The customer benefit is a Convertible driving experience that is far closer to the Coupe's than ever before.

Standard Wheels

Wheel	V6	V6 Premium	GT	GT Premium	Boss 302
17" Sparkle Silver Painted Aluminum Wheel	Standard	—	—	—	—
17" Machined Aluminum Wheel with Painted Pockets	—	Standard	—	—	—
18" Sparkle Silver Painted Aluminum Wheel	—	—	Standard	Standard	—
19" Black Painted Aluminum Wheel	—	—	—	—	Standard

NOTE: See the latest Mustang Dealer Ordering Guide for wheel availability.

2013 Mustang
Wheels

Optional Wheels

Wheel		V6	V6 Premium	GT	GT Premium	Boss 302
18" Polished Aluminum Wheel		—	Included in Pony Package	—	Optional (64M)	—
18" Sterling Gray Metallic Painted Aluminum Wheel	Images not available at time of publication	—	Included in Mustang Club of America Edition	—	—	—
19" Foundry Black Painted Machined Aluminum Wheel	Images not available at time of publication	Included in V6 Performance Package	Included in V6 Performance Package	—	—	—
19" Bright Machined Aluminum Wheel with Painted Windows	Images not available at time of publication	—	—	—	Optional (64X)	—
19" Premium Luster Nickel Painted Aluminum Wheel	Images not available at time of publication	—	—	—	Optional (64V)	—
19" Black Painted Machined Aluminum Wheel	Images not available at time of publication	—	—	—	Included with California Special Edition	—
19" Dark Stainless Painted Aluminum Wheel		—	—	Included in Brembo™ Brake Package	Included in Brembo Brake Package	—
19" Sterling Gray Painted Aluminum Wheel	Images not available at time of publication	—	—	—	—	Included in Laguna Seca Package

NOTE: See the latest Mustang Dealer Ordering Guide for wheel availability.

Mustang 2013
Color and Trim

Color and Trim Availability

Paint Name	Model	V6/GT		V6 Premium/ GT Premium			GT Premier Trim		
	Material	Cloth		Leather-trimmed			Leather-trimmed		
	Color	Medium Stone	Charcoal Black	Medium Stone	Charcoal Black	Saddle	Brick Red with Cashmere Accents	Charcoal with Grabber Blue Accents	Charcoal with Cashmere Accents
	Order Code	1U	1W UW (RECARO®)	4U	4W SW (RECARO)	4N	5P	5R	5Q
New Deep Impact Blue Metallic	J4	■	■	■	■	■	■	■	■
New Gotta Have It Green Metallic Tri-coat(1)	HD		■		■				■
Black	UA	■	■	■	■	■	■	■	■
Grabber Blue	CI		■		■			■	■
Ingot Silver Metallic	UX	■	■	■	■	■	■	■	■
Performance White	HP	■	■	■	■	■	■	■	■
Race Red	PQ	■	■	■	■	■	■		■
Red Candy Metallic Tinted Clearcoat(1)	RZ	■	■	■	■	■			■
Sterling Gray Metallic	UJ	■	■	■	■	■			■

(1) Extra-cost option.
NOTE: See the latest Mustang Dealer Ordering Guide for seating availability.

2013 Mustang
Color and Trim

Color and Trim Availability cont'd

Paint Name	Model	Mustang Club of America Edition			California Special
	Material	Leather-trimmed			Leather-trimmed
	Color	Medium Stone	Charcoal Black	Saddle	Charcoal Black with Miko® Suede Inserts
	Order Code	4U	4W	4N	LW
New Deep Impact Blue Metallic	J4	■	■	■	■
New Gotta Have It Green Metallic Tri-coat(1)	HD		■		
Black	UA	■	■	■	■
Grabber Blue	CI		■		
Ingot Silver Metallic	UX	■	■	■	■
Performance White	HP	■	■	■	■
Race Red	PQ	■	■	■	■
Red Candy Metallic Tinted Clearcoat(1)	RZ	■	■	■	
Sterling Gray Metallic	UJ	■	■	■	■

(1) Extra-cost option.

Paint Name	Model	Boss 302		Boss 302 Laguna Seca
	Material	Boss 302 Unique Cloth	RECARO® Sport Seats – Cloth	RECARO Sport Seats – Cloth
	Color	Charcoal Black	Charcoal Black	Charcoal Black
	Order Code	TW	MW	MW
New Gotta Have It Green Metallic Tri-coat(1)	HD	▲	▲	
New School Bus Yellow	B1	▲	▲	●
Black	UA			●
Grabber Blue	CI	▲	▲	
Performance White	HP	▲	▲	
Race Red	PQ	▲	▲	

(1) Extra-cost option.

▲ = Reflective low-gloss Black Stripes. ● = Reflective low-gloss Sterling Gray Stripes.

NOTE: See the latest Mustang Dealer Ordering Guide for seating availability.

Mustang 2013
Color and Trim

Interior Trim

Model	Style/Material	Description
V6	Cloth	Front bucket seats and rear 50/50 split bucket seats (folding in Coupe)
V6 Premium	Leather-trimmed	Verona Grain leather-trimmed front bucket seats and vinyl-upholstered rear 50/50 split bucket seats (folding in Coupe)
GT	Cloth	Sport front bucket seats and rear 50/50 split bucket seats (folding in Coupe)
GT Premium/Premier Trim with Color Accents	Leather-trimmed	Aberdeen Embossed leather-trimmed Sport front bucket seats and vinyl-upholstered rear 50/50 split bucket seats (folding in Coupe)
GT California Special Edition	Leather-trimmed	Premium leather-trimmed Sport front bucket seats with Carbon inserts and vinyl-upholstered rear 50/50 split bucket seats (folding in Coupe)
Mustang Club of America Edition	Leather-trimmed	Sport front bucket seats and rear 50/50 split bucket seats (folding in Coupe)
Boss 302	Cloth	Sport front bucket seats and rear 50/50 split bucket seats with Gray embroidered Boss logo
Boss 302	Cloth	RECARO® Sport front cloth bucket seats with Gray embroidered Boss logo and rear 50/50 split bucket seats
Boss 302 with Laguna Seca Package	Cloth	RECARO Sport front cloth bucket seats trimmed with Miko® suede and Gray embroidered Boss logo; rear seat delete

NOTE: See the latest Mustang Dealer Ordering Guide for seating availability.

Instrument Cluster

Please refer to the Owner Guide for instrument cluster information.

2013 Mustang

Key Product Specifications[1]

Model	Coupe	Convertible
Wheelbase	107.1	107.1
Length (V6/GT)	188.1/188.2	188.1/188.2
Height (V6/GT)	55.6/55.8	56.1/56.0
Width (with/without mirrors)	80.1/73.9	80.1/73.9
Track (front/rear)	62.3/62.9 (V6) 61.5/62.1 (GT)	62.0/62.6 (V6) 62.0/62.6 (GT)
Base Model Curb Weight (approx. lbs.)		
– Manual Transmission	3447 (V6) 3602 (GT)	3612 (V6) 3724 (GT)
– Automatic Transmission	3470 (V6) 3650 (GT)	3630 (V6) 3781 (GT)
Weight Distribution % (front/rear)	54/46	53/47

Front/Rear Seating		
Seating Capacity	4	4
Head Room (front/rear)	38.5/34.7	38.8/36.5
Shoulder Room (front/rear)	55.3/51.6	55.3/45.0
Hip Room (front/rear)	53.4/46.8	53.4/45.2
Leg Room (front/rear)	42.4/29.8	42.4/29.8

Passenger/Luggage/Fuel Capacity		
Passenger Volume (cu. ft.)	83.3	81.0
Luggage Capacity (cu. ft.)	13.4	9.6
EPA Interior Volume (cu. ft.)	96.7	90.6
Fuel Tank Capacity (gal.)	16.0	16.0

Engine	V6	GT
Driveline Layout	Front-engine; rear-drive	
Engine Type	DOHC Ti-VCT V6	DOHC Ti-VCT V8
Displacement (liters/cu. in.)	3.7/227	5.0/302
Horsepower @ rpm	305 @ 6500	420 @ 6500[2]
Torque (lb.-ft.) @ rpm	280 @ 4250	390 @ 4250[2]
Compression Ratio	10.5:1	11.0:1
Bore and Stroke	3.76 x 3.41 in.	3.63 x 3.65 in.
Oil Capacity (qts.)	6	8
Fuel Requirement	87 minimum	91 recommended
Exhaust Manifolds	Cast iron	Stainless steel tubular headers
Exhaust System	Dual stainless w/ "X" crossover pipe	Dual stainless w/ "H" crossover pipe

2012 EPA-estimated Fuel Economy[3]		
Fuel Economy (city/hwy. mpg)	19/29 V6 manual 19/31 V6 auto. Coupe 19/30 V6 auto. Conv.	17/26 V8 manual 18/25 V8 auto.

Transmission	
Type	6-speed manual MT82 (V6 and GT) 6-speed SelectShift Automatic 6R80 (V6 and GT)
Final Drive Ratios	2.73:1 (standard V6) 3.15:1 (GT with auto. trans.) 3.31:1 (optional on V6, standard GT with manual trans.) 3.55:1 (optional GT with manual trans.) 3.73:1 (optional GT with manual trans.)

Gear Ratios							
Gears	1st	2nd	3rd	4th	5th	6th	Rev.
V6 Manual	4.23:1	2.53:1	1.66:1	1.23:1	1.00:1	0.70:1	3.84:1
GT Manual	3.66:1	2.43:1	1.69:1	1.32:1	1.00:1	0.65:1	3.32:1
V6 and GT SelectShift Automatic	4.17:1	2.34:1	1.52:1	1.43:1	0.86:1	0.69:1	3.40:1

Front Suspension		V6	GT
Type	Reverse-L independent MacPherson strut		
Springs	Coil		
Shock Absorbers	Twin tube, gas-charged		
Stabilizer Bar (dia.)	Coupe	33.2	34.6
	Convertible	33.2	33.2
	V6 Performance Pkg.	34.6	—
	Brembo™ Pkg. (Coupe)	—	34.6
	Brembo Pkg. (Convertible)	—	33.2

Rear Suspension		V6	GT
Type	Solid-axle 3-link with panhard rod		
Springs	Coil		
Shock Absorbers	Twin tube, gas-charged		
Stabilizer Bar (dia.)	Coupe	22.0	24.0
	Convertible	22.0	22.0
	V6 Performance Pkg.	24.0	—
	Brembo Pkg. (Coupe)	—	24.0
	Brembo Pkg. (Convertible)	—	22.0

Steering	
Type	Rack-and-pinion
Assist	Electric power-assisted (EPAS) with selectable effort (Comfort, Normal and Sport)
Overall Ratio	15.7:1 (V6)/15.8:1 (GT)
Turning Diameter, Curb-to-Curb (ft.)	33.4

Brakes	
Standard	Vented four-wheel disc with Anti-lock Braking System, twin-piston aluminum front calipers; single-piston rear calipers

Trailer Towing[4]	
Towing Class	Light Duty Class I
Gross Trailer Weight (lbs.)	1000 max.
Tongue Load (lbs.)	100 max.
Hitch Design	Load-carrying type

Flat/Neutral Towing	
Emergency Towing	It is recommended that Mustang be towed with a wheel lift or with flatbed equipment. However, if towing in an emergency only, Mustang may be neutral-towed behind another vehicle, but only at a maximum speed of 35 mph and for a distance of no greater than 50 miles.
Recreational Towing	When towing Mustang behind another vehicle such as an RV, a wheel lift or a flatbed trailer must be used or the driveshaft must be removed.

(1) Dimensions are in inches unless otherwise specified.
(2) Ratings achieved using 91-octane fuel. The use of 87-octane fuel may reduce performance.
(3) 2013 fuel economy estimates will be made available prior to production release. Stay tuned to ***e*SourceBook** for updates.
(4) See the RV & Trailer Towing Guide, available on ***e*SourceBook** as a printable PDF, or the vehicle Owner Guide for additional towing information.

Mustang 2013

Key Product Specifications[1]

Model	Boss 302	Laguna Seca
Wheelbase	107.1	107.1
Length	188.1	188.1
Height	55.1	55.1
Width (with/without mirrors)	80.1/73.9	80.1/73.9
Curb Weight (approx. lbs.)	3631	3636
Weight Distribution % (front/rear)	55/45	55/45

Front/Rear Seating		
Seating Capacity	4	2
Head Room (front/rear)	38.5/34.7	38.5/—
Shoulder Room (front/rear)	55.3/51.6	55.3/—
Hip Room (front/rear)	53.4/46.8	53.4/—
Leg Room (front/rear)	42.4/29.8	42.4/—

Passenger/Luggage/Fuel Capacity		
Passenger Volume (cu. ft.)	83.3	52.4
Luggage Capacity (cu. ft.)	13.4	13.4
Total Interior Volume (cu. ft.)	96.7	65.8
Fuel Tank Capacity (gal.)	16.0	16.0

Engine	
Driveline Layout	Front engine, rear drive
Engine Type	5.0L Ti-VCT V8
Displacement (cu. in./liters)	Hi-Po 302/5.0L
Horsepower @ rpm	444 @ 7400
Torque (lb.-ft.) @ rpm	380 @ 4500
Redline (rpm)	7500
Compression Ratio	11.0:1
Bore and Stroke	3.63 x 3.65 in.
Oil Capacity (qts.)	8
Fuel Requirement	91 octane recommended
Exhaust Manifolds	Stainless steel tubular headers
Exhaust System	Dual stainless with "H" crossover, catalytic converters and quad outlets

2012 EPA-estimated Fuel Economy[2]	
Fuel Economy (city/hwy. mpg)	17/26

Transmission	
Type	6-speed manual
Gear Ratios	
1st	3.66:1
2nd	2.43:1
3rd	1.69:1
4th	1.32:1
5th	1.00:1
6th	0.65:1
Reverse	3.32:1
Final Drive Ratio	3.73:1

Front Suspension	
Type	Independent MacPherson strut with reverse-L lower control arms
Shock Absorbers	5-way adjustable
Springs	Coil
Stabilizer Bar (dia.)	34.6

Rear Suspension	
Type	3-link solid-axle with panhard rod
Shock Absorbers	5-way adjustable
Springs	Coil
Body X-brace, rear	Laguna Seca only
Stabilizer Bar (dia.)	25.0/26.0 (Boss 302/Laguna Seca)

Steering	
Type	Rack-and-pinion
Assist	Electric power-assisted (EPAS) with selectable effort (Comfort, Normal and Sport)
Overall Ratio	15.9:1
Turning Diameter, Curb-to-Curb (ft.)	39.4

Brakes	
Type	4-wheel vented disc with standard Anti-lock Braking System (ABS)
Front Calipers	Brembo™ 4-piston aluminum
Front Rotors (dia. x thickness)	14.0 x 1.26
Rear Calipers	Single-piston aluminum from Mustang GT
Rear Rotors (dia. x thickness)	11.8 x 0.75
Brake Linings	Performance Friction Carbon Metallic® high-performance

Trailer Towing

Not Recommended

Flat/Neutral Towing	
Emergency Towing	It is recommended that Boss 302 be towed with a wheel lift or with flatbed equipment. However, if towing in an emergency only, Boss 302 may be neutral-towed behind another vehicle, but only at a maximum speed of 35 mph and for a distance of no greater than 50 miles.
Recreational Towing	When towing Boss 302 behind another vehicle such as an RV, a wheel lift or a flatbed trailer must be used or the driveshaft must be removed.

(1) Dimensions are in inches unless otherwise specified.
(2) 2013 fuel economy estimates will be made available prior to production release. Stay tuned to ***e*SourceBook** for updates.

2013 Mustang

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